

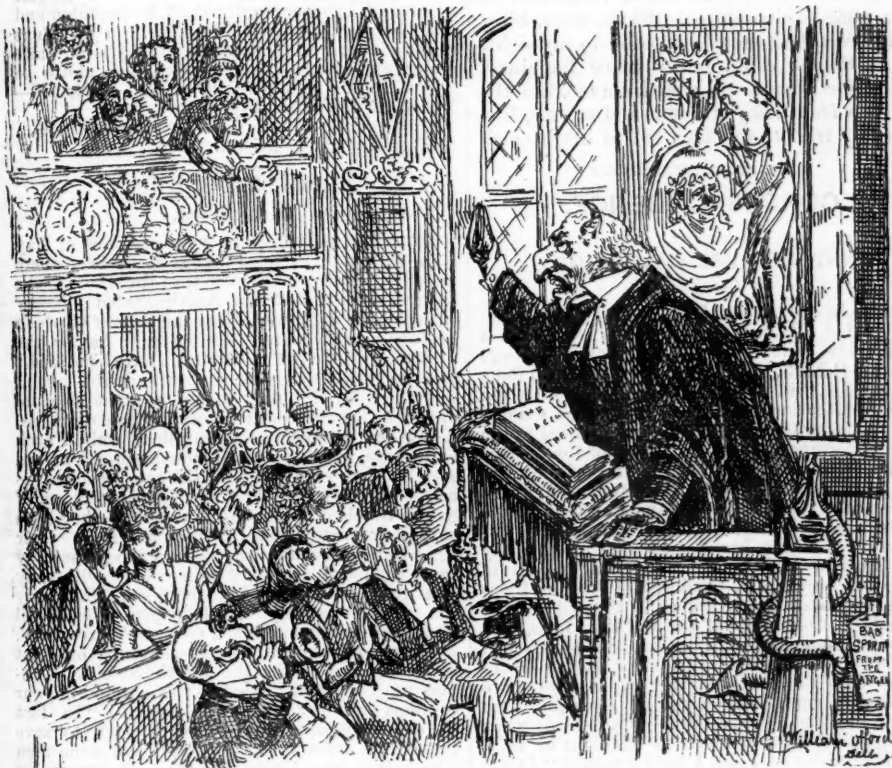
SEAFARING

THE ORGAN OF THE SEAFARING CLASS.

A WEEKLY NEWSPAPER FOR SEAFARING FOLK AND THEIR FRIENDS.

No. 8.—VOL. 2. [Registered at the General Post Office] SATURDAY, MAY 18, 1889. [For Transmission Abroad as a Newspaper.] PRICE ONE PENNY.

YARNS.—LXX.



THE GOSPEL ACCORDING TO SATAN.

(Being a shipowner's advice to his son, as sanctioned by Mrs. Grundy.)

Avoid, my son, each idle way
That brings not money in,
Foreverything that does not pay
You may be sure is sin.
You need not fear the devil's lure,
Nor heed your neighbours' talk;
If Satan's pay be high and sure,
The scandal it will balk;
Though if to pay should Satan fail,
Indignant Virtue's voice
Will give you reason to bewail
You e'er made such a choice.
With sin and treason 'tis the same,
Success commands applause,
And gains the winner wealth and fame,
And consecrates his cause.
O then, my son, this lesson learn;
Provided that you win,
Both truth and duty you may spurn,
And few will count it sin.
What though the victims you have fleeced
Should curse you as they pine,
When parsons on the spoil will feast,
And bless it as they dine.
'Tis wrong to haunt the broad highways,
The rich man's purse to snatch;
For robbing rich men seldom pays,
And punishment you catch.

If to be rich you would elect,
As often as you may,
Take care the helpless you select,
And not the strong for prey.
The widow and the orphan yield
Both safe and easy game;
The law such sport as this will shield,
And prove that *they're* to blame.
The sailor and the fireman sure
Are also good to cheat;
And rotten ships you should insure,
So that their death they meet.
Then just to shew you're no pervert,
Some of the spoil subscribe
To build a church, or to convert
Some distant "heathen" tribe,
Who, when they have been purged of sin,
And duly "found the Lord,"
Will take like Christians to their gin,
And markets thus afford
For British goods; and so you'll gain
The patriot's honoured name,
Nor will the church be built in vain,
'Twill consecrate your fame.
That church will serve your frauds to cloke,
Bring victims to your net,
For by this truly pious stroke
Much credit you will get.
And, O my son, of love beware,
Love no one but yourself;
And come what may take ev'ry care
To heap up lots of pelf.

LXXI.

"FRIENDSHIP."

AN INDIAN LOVE STORY.

Four hundred miles from the open sea up the tortuous windings of a South American river, where the barque I was then second mate of lay loading "hides and tallow" some 30 years ago, after knock-off time I went ashore for a stroll, and having wandered for several hours with my gun slung across my shoulder through the lonely forest, which grew right down to the banks of the river, I came upon an old Indian (who used to come off in his dolce bringing us fruit, eggs, and knick-knacks), sitting beneath a spreading mango tree. He had a parrot on his arm, and several neatly and curiously made baskets were at his side. He appeared lost in thought, and did not at first observe me as I approached close to the spot where he was seated. I had always been civil to the old fellow when he came alongside, and he seemed glad when, on looking up, he recognised me. He spoke a mixture of broken English, mongrel Spanish, and all with a droll Yankee twang acquired, presumably, from his frequent intercourse with the men of the fore-and-aft schooners which very frequently come up to load at Paysandu. At that time there was a large American barque, the *Harvest*, lying there loading, and strangely enough, many years after I returned from Bermuda to Liverpool in her (under British colours), with a number of "Blockade runners," who, like myself, were coming home after a dangerous service to squander the money we had so hardly acquired. I sat down alongside of him, producing my flask of good Cadiz sherry (we had come out from thence with salt for Buenos Ayres), a small cask of which well bedded and quoined was under my bunk, and a by no means disagreeable shipmate I found it. Presenting it to him, and lighting our pipes, we became communicative, and at my solicitation, for I was curious to learn something of his past history, as to which I had heard some strange rumours, he recounted in wild and metaphorical style the following events of his past life:—

From my earliest youth upwards my dear and honoured father trained me to the use of the bow, and later, as you English came amongst us, of the gun. When yet a boy I could bring down, with either, the smallest birds flying at their utmost speed. For this reason, I became noticed by my countrymen, and the maidens regarded me with a favouring eye, lending to me a listening ear. One amongst the latter I had known from childhood. Nitaya was as beautiful to my eyes as the purple berries to the wood-dove, or the mispet to the humming bird. I lived not in her absence.

She was my breath. Many maidens would have shared my hut, but Nitaya was in my heart, and I loved no other. Never shall I forget the night when I took her home! As she stepped into my koriaal, she looked a good spirit coming to bless Aldana. Nitaya brought me five children, and we lived together like the "Seven stars" that dwell in the quiet heavens, the "sweet influences of the Pleiades" beaming upon our homelife of love and happiness. When I left my hut to fish or shoot Nitaya was troubled; when I returned, whether good or ill success had attended me, she was glad, smiled, and welcomed me. When I was ill, she bound the cool banana leaves round my forehead, pillow in my burning head upon her voluptuous, softly swelling bosom. When I was weary she would sing me to sleep in her loving encircling arms. Oh, how good, how kind was my Nitaya then! But the fruit cannot hang for ever on the boughs, nor our joys cling eternally to the tree of life. Mine did not. Before a moon was old I saw four of my little treasures sink one by one into coldness and death. Nitaya used to weep, but I could not. When the last breath left the lips of my fourth child, who most resembled Nitaya of them all, I think I died too. I had a wife, but felt not that I was a husband; I had still one child left, but knew not that I was a father. My mind was dark. It was Nitaya's kiss that awakened me from the dead; and I went out and dug a grave for my child beside her brothers and sisters. Soon after I was returning home one day, laden with the produce of my toil, feeling unusually depressed. Oh, coming events, do they not cast their shadows before? I had misgivings of evil, but knew not what that approaching evil was. Nitaya came not out to me as she was wont, and this confirmed my forebodings. I was unwilling and yet nervously anxious to enter our hut. At length, with sudden vehemence of desperation I opened the door, and at sight of Nitaya I started back in horror at her poor sorrow-stricken face of woe. "Our child is dead!" Nitaya answered not but wept, as she pointed to a mat at the corner of the hut, and groaned aloud. But there was a still darker cloud, a heavier storm, hanging over the ship of life of poor Aldana. One of our nation passing near my hut, now rendered so desolate, was severely bitten by a "busch meeter" (bush master) whose bite is deemed incurable. My father had acquired a great reputation amongst our countrymen by his knowledge of plants and shrubs. This he had imparted to me, and I immediately endeavoured to make that which I had learned subservient to a good purpose. I was with Buchachi for many a long day, and sleepless night, watching him with a brother's care when darkness was on his brain, and skyfires in his aching eyes. He recovered, and seemed grateful. I loved him well. But, oh, he was like the coral snake, and had two faces. [Note.—The coral snake is like a whale boat, both ends so much alike, only a sailor can tell the bow from the stern, hence the natives believe it to be double-headed.] I sometimes went to the town of the white men to sell the baskets which poor Nitaya made, and the parrots and parroquets which I caught in the forest contiguous to our home. One day returning towards home unexpectedly, and approaching a bamboo tree under which Nitaya and I were wont to sit, I saw two figures clasped in close embrace. My heart misgave me, [my strength failed me. Drawing nearer, I

saw that one of them was "Buchachi," and the other my Nitaya. *Friendship*, the friend and the wife, the blighter and the blighted, the betrayer and betrayed! My left hand grasped my rifle, my right the trigger, an instant later a bullet pierced his heart! He passed away from the living in his guilt, and with the faithless kiss of lust upon his lips. I rushed towards Nitaya, and seized her by the throat. In that supreme moment of mental agony, no thought of our past love entered my breast. My mind was in a sleep, and a dream of blood came across it. A shriek awakened me. It was the last sound Nitaya ever uttered. I fell with the lifeless body of Nitaya to the earth, and knew not that I breathed. I knelt beside her, my deserted heart sick with a great sorrow. I laid me down to die, but death was pitiless, and came not. There was a mountain on my breast, I longed for the dark waters to roll over me. I had none now to love, none to cherish me. Skies, trees, hills, and waves had become hateful to my sight. I felt that I could never know happiness again, for Nitaya was gone from me, like the rainbow from a sky of clouds and storms, like a sunray from the valleys it had brightened.

CORRESPONDENCE.

ANOTHER REEF SHAKEN OUT.

To the Editor.

SIR,—As one having the honour of being a co-trustee for a branch of the Union with such a world-wide sailors' friend as Captain George Cawley, R.N.R., President of the U.K. Pilot's Association, will you permit me to express the deep gratification I feel at the fact that seamen and the fisherfolk are at last fairly aroused to the deep importance of united action for the defence of their own interests? I am but a landsman, and yet have seen something of seamen during a somewhat roving life. Six times I have crossed the Atlantic, on one of which occasions I was in the heavy gale that swept away the captain and first and second officers of the ss. *Pennsylvania*. On a second occasion I was three weeks on the Atlantic in the old paddle-wheel ss. *Columbia*, of the Galway Line, and helped man the capstan to the tune of fife and fiddle in Galway Harbour, after laying there three days to escape another gale. And on a third occasion I was on the ss. *Peruvian* when she ran aground on the Thrum Cap Shoals, when going into Halifax Harbour at midnight in 1872. So, landlubber as I am, I have watched "Jack" under varied conditions, and chummed with him at the capstan and in the fo'castle.

The great labour interests of this country are making for port under a free wind and a clearing sky. During past generations capital has dictated its own terms, and used human blood, brains, and muscle for its own ends and purposes. This day of unchecked power is about drawing to its close, and with the swing of Time's pendulum, human labourers will dictate their own terms to the gold and silver of the capitalist. Each political party has, during the last 20 years, outbid the other in the extension of the franchise, simply in the hope of securing the votes of working men, so that now there is but one more step to take to ensure manhood suffrage. So, silently, but surely, the balance of the voting power in this country has been transferred to working men, and now, by perfectly constitutional action, labour, if it will only unite on an intelligent basis, can dictate its own terms in the British House of Commons. But before this is attained there must be payment of our Parliamentary representatives, and the federation of all the labour interests of the nation. The object of party politicians and capitalists is to keep labour divided against itself, and by thus splitting it up between what is called "Tory" and "Liberal" factions, to render it impotent and powerless. It is of course necessary that the different trades and other classes of workers should, as a first step, organise their own sections, and train them to duty and discipline; and so I rejoice to see sailors, firemen, and the fisherman drawing together to take up their part in the campaign now rapidly opening up before the great labour interest of this country. It is the shaking out of another reef to catch the passing breeze, and presently, with a flowing sail, the good

fullrigged ship of British Industry will find herself at anchor in the harbour of her destination—a destination fore-ordained by the Allwise and Almighty Creator, who sets a higher value on His human creatures than He does on the gold and silver which perishes in the using. The great and supreme step to be ultimately taken by the different sections of the labour interest will be its federation under one supreme head, or council, and the cutting entirely adrift from all political alliances. During the past, labour has been in leading-strings to political party wirepullers, but in the "good time coming" parties will have to appeal for the support of a united and all-powerful labour federation. With a properly ballasted keel, and every man aboard (as Nelson signalled to his men at the battle of Trafalgar) doing his duty, let us shake out the reefs and let her go free, to the port of her destination. The voyage has been a long and trying one, but those at the masthead are now looking for the shore.

But power must not be abused. Let us be just, while exacting our full rights, and, above all, let us work in the honest and fearless conviction that the truest statesmanship and Government is to so legislate and rule that the largest number of the community shall be benefited and made happy. Let us all together, the ploughers of the sea and the ploughers of the land, unite under one spotless banner, and our motto be "The Rights and Dignity of all Labour."—Yours, for the round trip,

JAS. HUNT.

Westbury Park, Bristol.

THE OFFICERS' UNION.

To the Editor.

DEAR SIR,—I notice in your columns of May 11th, 1889, a letter from George Lawrence, where he says it is absolutely false that the whole of the officers, members of the Amalgamated Officers' Union, have withdrawn from the society of which he dubs himself deputy-secretary. As for the part where he says "contributors have been paid," this we have not the slightest doubt upon; but there is, if I may judge, a great deal of difference between contributors and contributions. As for new members being enrolled, well if such is the case, which we very much doubt, all we can say is, we are very sorry for the new members enrolled into such society; for, like the officers of South Shields, we have no doubt if they have paid their money, alas! it is gone from their sight like a beautiful dream—never to be seen by them any more. I think if your readers will study your columns for the back numbers—also study the north country local papers—they will find a paragraph where Mr. George A. Lawrence, who dubbed himself deputy-secretary on that occasion, also states the South Shields members were expelled. Now he turns round in your columns of May 11th and says:—"In fact the only members who have withdrawn (to save themselves from being expelled) are some men who joined the Union for the sole purpose of getting salaries as office bearers." Now bearing on this point: I am proud to say that Mr. J. T. Lawrence only got 1s. 4d. out of me, and I think honestly it was the best 1s. 4d. ever I spent, for it simply put me into a position to uproot what I saw—after the book of rules came out of the Amalgamated Union of Certificated Officers—that it was amalgamated with a big vengeance. If we note what "Neptune" says in his letter inserted in the *Shields Gazette* of April 25th, 1889, where he says: "Let me draw the attention of the members of the National Amalgamated Union of Certificated Officers to a few of the rules relating to the above society. How such a code of rules could be formed and passed by a committee of 40 members is a mystery that I doubt few will be able to fathom. 1st, we will take Rule 24 as it stands in the book of rules, which clearly states the general secretary shall be paid for his services at the rate of 12s. 6d. per 100 members per week. This at once lays claim to one quarter of the income of the Union. Rule 26, relating to the salary to be paid to the solicitor, states he shall receive the sum of 5s. per member per annum. Now, as the subscriptions were to be 6d. per week, or £1 6s. per year, a fifth part of that goes for his salary, or nearly so. Or to see the thing more plainly, take 6s. 6d. the general secretary's salary per year per member, and 5s. per member for the services of the solicitor. These make a total of 11s. 6d. per member to be deducted from £1 6s., a member's yearly subscription, leaving 15s. 6d. for the other working of the Union, including branch secretaries, treasurers (see Rule 27), an auditor who must be a professional accountant (see Rule 35)—and I suppose that means he must be able to write F.S.A. after his name. Then "Neptune" continues:

Rents, travelling expenses, hotel expenses, stationery, postage, advertising, printer's bills, and other items. Then "Neptune" says, and says truly, "Read, learn, and study Rule 26, and try if you can conceive what the latter part of that means, or what amount it means to climb up to. This rule says, 'He shall also be paid all actual out-of-pocket expenses necessarily incurred by him in conducting such legal business.' Mind, that is independent of the 5s. per member. "Neptune" says, "I don't know where or what funds will remain after we pay all the before-mentioned items. But I think long before we manage to satisfy all claims we will be what 'Ally Sloper' calls stone-broke." Now, sir, on the top of this 11s. 6d. I am in a position to state truly that a restaurant-keeper in South Shields has given myself and other officers of South Shields who were members of the so-called Amalgamated Union of Certificated Officers to understand that he has been offered for his services, if he would enrol members and take subscriptions, the tidy little fee of 20 per cent. on all enrolments, and 10 per cent. on all subscriptions that he took; or, to put it more plainly, 30s. out of every 90s. taken by him. Not a bad remuneration, is it? If such a concern could be got afloat some parties would soon be on the high road to driving a carriage and pair; ay, and keeping a footman also. Now, sir, still asking your patience, I must return to George Lawrence's statement. He says in your issue of May 11th, 1889 (in regard to me personally), "I respectfully request your readers to study the letter by 'Tenoroc,' which appeared in SEAFARING of April 27th, 1889, and then study the letter by the same correspondent in last week's issue," and he says he thinks they will be at a loss to understand that gentleman's meaning. Now, sir, I myself really don't think that the readers of SEAFARING are so illiterate as not to understand the meaning, for I think it is very clear. The first letter, I think of April 27th, 1889, points clearly to the truth that our confidence was placed in Mr. G. Lawrence. But after the book of his rules was tendered and received by us, we found our confidence shaken to the roots, so that we took steps to root him out as fast as possible, and see to getting a Union whereby its members would reap some benefits. But Mr. George Lawrence further says: "The following facts may assist your readers to come to a right conclusion about the above-mentioned correspondent. Previous to the appearance of Tenoroc's, otherwise Luccock's, letter of the 27th ult., he had applied to Captain Lawrence for a situation as secretary for the Shield's branch. A couple of days afterwards he was informed that his application could not be entertained—and lo, what a change!"

Now, sir, I am bound to say that this statement is the worst misrepresentation we have had from the pen or mouth of Mr. Lawrence, and God and the members of South Shields know we have had some whoppers from him. The evening we called upon him to resign office as secretary, there were nine shipmasters on that deputation, and we had to confront him with the balance-sheet of the British Shipmasters' Protection Society, on the misrepresentations he had made concerning that society. I did this myself; let him deny it if he can. I myself being a member of that society undertook to look into the books, when I found we had been misinformed regarding their law expenses and expenditure. Now, it is only fair that Mr. J. T. Lawrence should come out of his shell and face me with the proofs, if any he has, that I ever applied to him for an office. He knows he cannot do this, but perhaps we shall have to use force in this matter ere long. But let me draw the attention of your readers to what took place. The second meeting that I attended under Mr. J. T. Lawrence, in all confidence, he told me in the presence of his boy that I must know that he would want secretaries for branches, and also asked me if I should have any objections to be moved from Shields. I now will ask your readers if that was me asking anything at his hands, or was he feeling that Luccock was on his track, and would prove a severe thorn in his side. Readers, weigh the matter, and see who will be found wanting in the balance. I think we may be pardoned the liberty of using the lines in SEAFARING of this week—

"The best-laid schemes o' mice and men
Gang aft a-gley."

What an unfortunate job it is that Geordie Luccock was at home in this instance, was it not? Well, Mr. Editor, I must crave your special pardon for occupying so much of your valuable space. But now comes the final. A committee was formed last Friday night in the Seamen and Firemen's Albert Hall, Milldam,

South Shields, Mr. Watson Brown, LL.B., being present to draw up a set of rules for the formation of a Shipmasters' and Officers Union to extend throughout Great Britain and Ireland; Mr. Joseph Havelock Wilson being appointed general manager, and George J. Luccock, assistant-secretary, to commence work on Monday, May 13th, 1889. And we have letters to hand stating the secretary of the Seamen and Firemen's Union at Liverpool is determined to oppose Mr. Lawrence. Trusting that the secretaries of all the Seamen and Firemen's Branches will take note of this, and remember that Mr. Joseph Havelock Wilson is the commander of that ship from this time forward, please, Mr. Editor, give this all the publicity possible for us.

The following members have already been enrolled into the society at South Shields to-day, Monday, May 13th:—

Rot. No.	No. Certificate.
George T. Luccock, master	... 020,037
H. Carter, master	... 31,487
C. King, master	... 01,078
J. W. Wright, master	... 31,568
W. Watt, mate	... 001,888
George Cowie, mate	... 09,366

Entrance fees paid and four weeks' subscriptions. Members may be enrolled at the Seamen and Firemen's Albert Hall, Milldam, South Shields, by applying to George T. Luccock, assistant-secretary to J. H. Wilson, officer Union.

(Signed) GEORGE T. LUCCOCK,
PRO. J. H. WILSON,
General Manager.

BRITISH AND FOREIGN SEAMEN.

To the Editor.

SIR,—Having seen accounts which have appeared in our newspapers regarding the strike of seamen at Liverpool, would you kindly allow me as a member of the Union to make a few remarks concerning the attitude taken up by our brethren at that port? I myself condemn their action in refusing to sign articles with British non-unionists. Our members should not lose sight of the fact that the more we succeed in enrolling under our banner the stronger our cause will be, both financially and numerically. Let Unionists engage with non-unionists and employ every persuasive means in their power to win them over to our cause. Lay the advantages of our Union before them every opportunity that presents itself, and by so doing they will benefit not only themselves but every branch of the Union. As a British seaman, there is one fact which I consider a disgrace to the British mercantile service, viz., the continual influx of foreign labour on board of British vessels. There are a certain class of British shipmasters who, being shareholders in the vessels they command, have a pecuniary interest in the engagement of foreign seamen; for does not the foreigner undermine the British seaman in every possible manner as regards wages, food, &c.? Again, there are shipmasters who are foreigners by birth, but through having the good fortune to procure a British shipmaster's certificate have the audacity to rank themselves under the denomination of Britishers, whilst at the same time they are advocating the cause of their fellow-countrymen together with that of the shipowner. Now if our members of the Liverpool branch wish to exclude non-unionists, let them commence operations against the foreign element. Let us have British ships manned by British crews, as far as it is practicable.

We have no just cause to deny any British seaman the means of existence simply because he has neglected to join our cause, but we are amply justified in preventing the foreigner from taking the bread out of the mouths of many starving families of the British seamen. Are there not thousands of pounds paid annually to the foreign seamen at the various shipping offices throughout the United Kingdom? What becomes of it? The majority is remitted home to his own country, and instead of tending to alleviate the sufferings of thousands here on the verge of starvation, tends to increase them. By this means our own country is greatly impoverished to enrich that of the foreigner. The national question has been fully discussed on several previous occasions, but I think a few words respecting that subject will not be out of place at the present time. If at any future period complications should arise between this country and any other Power, and such complications lead to hostilities, every seaman belonging to that Power serving in British vessels would be immediately summoned home to fight against the very country which is furnishing him with the means of existence, and the British seaman who has been so much despised in the past would be desired to arm for the defence of the interests of those through whose instrumentality he has

received such treatment, as well as for the defence of his native country. If our Liverpool brethren decline to engage with the foreign non-unionists, let us give them our support by following their noble example in every branch connected with our Union. We must not overlook the fact that one of the principal objects of our Union is to provide a better class of men for the British mercantile service. Let that "better class" be British to the backbone. Let us endeavour to sever ourselves from the foreign element by every means in our power. Let us modify the cry we have heard so long, viz., "No Britons need apply," and say "No foreigners need apply." Let us continue to fight for the cause of freedom and shew not only the foreign seaman but also the shipowner and master that we will fight to the last and that our watchword will always be "Onward." Let us throw aside the bonds of slavery that have fettered us so long. I am afraid, Mr. Editor, that I am trespassing by taking up so much of your valuable space, and if so I humbly apologise. I shall therefore conclude by wishing, as every true British seaman ought to do, viz., "Success to the Union." Hoping to be allowed the honour of contributing to your valuable paper at some future period, I remain, yours sincerely,

JAMES HARRISON.

Cardiff Branch.

HARBOUR WORKERS AND "SEAFARING."

To the Editor.

DEAR SIR,—As a constant reader of SEAFARING I want to know if it is not possible to give both a fuller and better list of homeward bound vessels, as I am principally interested in the above, being dependent on them for work as a deputy-weigher on Glasgow harbour. If the list was more extended SEAFARING would have more subscribers among our harbour workers at Glasgow. Hoping you will try and oblige us,—I remain, yours truly,

ROBERT LINDSAY.

166, Houston-street, Glasgow.

13th May, 1889.

[From week to week we give a full list of the ships reported as having sailed for home since our previous issue. Our correspondent has, therefore, merely to obtain back numbers to find the names of all homeward bound ships.—ED. SEAFARING.]

THE SAILOR AS HE IS.

To the Editor.

DEAR EDITOR,—Of all the men who toil and struggle for the mere privilege of living a few years on this earth, none have been so grossly misrepresented as those who follow the sea. The nature of their calling has made them more of a distinct class than any other trade or profession. When at sea they are separated from the rest of the world, and when ashore in every country they are as strangers in a strange land. Leaving the parental roof in boyhood, the sailor parts from the associations of his youth, and his roving life prevents him, as a rule, from forming new acquaintances outside of his own calling. It has been left to writers of sensational sea novels to picture the life of the sailor, and heaven help us, what a picture! The rollicking, roving sailor, contented and happy as a king so long as he has plenty of rum and tobacco, courting danger and inviting hardships, and with no idea of the value of money, illiterate and ignorant, a murderer of his mother tongue, unable to sleep away from the roar of the ocean, and a premature grave in store for him should his digestive organs be surprised by any food outside salt horse and hard tack—a pleasing picture, shore folks, is it not? We do not claim that sailors are saints, but they are no worse than their shore-going brethren. It is true that some of us look upon wine when it is red, and in short get drunk, but so do many people ashore, and when one compares the aristocratic rounder with the pleasure-seeking sailor from a moral point of view, Jack's faults look diminutive indeed. What the sailor does he does openly and above board. His haunts do not extend all over a city, nor his girls either, so his trespassing on the moral code is more noticeable, but the sailor is having his revenge. He is throwing the lie back in the defamer's teeth. By organisation he has shewn the world that he is not the colour he was painted. The success of the Seamen's and Firemen's Union has opened people's eyes. Its wonderful progress shews that sailors are equal in intelligence and executive ability to any other craft, and superior to many.

J. DENCH,
Secretary, Dublin Branch.

(For further Correspondence see page 5.)

MAKERS OF THE UNION.

PART VIII.

This week we are able to give some account of three more of the leading workers in the National Amalgamated Sailors' and Firemen's Union of Great Britain and Ireland.



MR. T. J. WILSON.

Mr. T. J. Wilson, secretary of the Green's Home branch of the Sailors and Firemen's Union, comes of good seafaring stock. His father was a master mariner, and part-owner of a fine barque which for many years traded between Glasgow and Ireland, and with which he eventually lost his life. It was on Irish soil that the lamented captain first met and wooed Mr. Wilson's mother, a lady, to whom, as became her Hibernian extraction, the subject of our notice confesses himself not a little indebted in the matter of education and wits. Mr. Wilson's earliest impressions of sea life are vague, but not at all unpleasant, for it was his happy lot to first venture on the great ocean under the kind tutelage of his father. With him, we believe, he made several voyages, but strangely enough was not with him on his last one. When the melancholy news of the father's fate reached mother and son at home, the latter became possessed with an eager desire to go to sea in good earnest. He indeed entertained a hope, all the more passionate because so vague, that he might be the means of recovering his father, or at least of ascertaining some of the particulars of his then utterly uncertain fate. But the widowed mother would not hear of her son risking the element that had been fatal to her husband, and so Mr. Wilson remained ashore as became a good and affectionate son. After his mother's death, however, having nothing now to keep him on land, he again made choice of the sailor's profession, trusting that the excitement, the hardships, the dangers and the routine of a sea life would help to banish from his heart the sorrowful recollection of his home life. His first voyage was to Buenos Ayres, his next to Baltimore, his next, in the depth of winter, to Halifax and Portland, Maine. He then traded between Liverpool and New York for a couple of years. After that he entered on the East Indian trade between Liverpool, London, and Calcutta, and having spent a few years in this occupation was again induced to enter the western ocean trade between Boston, Liverpool, and New York. Mr. Wilson was thus employed when news first reached him of the formation of the Union. In common with many another good and true man our hero at once gave up his berth—he indeed left as good a ship as any man could wish—in order both by precept and example to espouse the cause of justice and liberty as represented by the Union. Having made a sojourn on the scene of action in England, and having done all in his power to further the good cause,

Mr. Wilson was offered a berth in a vessel trading to New York, and was probably one of the first to ship at the increased rate of wages which the Union had then already triumphantly established. On his return from this auspicious voyage he had the gratification of being offered a secretary's situation under the Union colours. Having previously refused the honour of holding office in Liverpool, he at first hesitated whether to accept. Being eventually persuaded to undertake a work for which results have proved him eminently fitted, he came to Green's Home, and, on looking over the books there, found that the branch could only boast five financial members. Energy and enthusiasm, however, soon did their work, and Mr. Wilson had the satisfaction of seeing financial members coming in at the rate of nearly six a day. Green's Home Branch is indeed to be congratulated on the fact that it possesses a zealous secretary, who has now moreover succeeded in impressing all concerned, that in order to escape an increased entrance fee they must join the Union at once. "Now or never" is the motto at Green's Home, and it is one which is true for all the Union, or rather for all who are still hanging back from joining the great organisation which alone can help and protect them ashore and afloat.



MR. J. FITZPATRICK.

Mr. J. Fitzpatrick, secretary of the Bristol branch of the Union, is of Irish parentage, but his birthplace is London, where he first saw the light in the notable year 1848. At the age of 11 years he went to work in the Royal Arsenal, Woolwich, and in common with the other apprentices there received a regulation schooling, which taught him, amongst other subjects, a most useful, practical, and theoretical knowledge of mechanics. At the age of 15 he lost his mother, to whom he was fondly attached, and rather than live under the roof of a step-mother, ran away from home and betook himself to the London Docks, where he was soon able to ship in an American vessel sailing to Sandy Hook. From an American merchantman he passed into the United States Navy, and was drafted to the *Kearsage*, in which vessel he took a gallant part in the memorable engagement of June 19, 1864, with the Confederate cruiser *Alabama*, about which so much has been said and written. After a couple of cruises under Brother Jonathan's flag, Mr. Fitzpatrick returned to Liverpool in 1870, and for several years followed the vocation of fireman, and eventually of engineer, in the employ of Messrs. Leyland and Son, Messrs. Harrison Bros., Messrs. Strong, Reid, and Page, and other well-known lines, including the Great Western, which plies from Bristol, where he is now doing such good and popular work. In common with more than one other founder of the glorious Union, Mr. Fitzpatrick has proved his courage and humanity in the saving of human life. One night in November, 1878, he jumped, despite cold, mist, and darkness, from the deck of the ss.

Prado in Penarth Roads, and saved from drowning a sailor named McCarthy. In recognition of this gallant deed he received the Royal Humane Society's award of £1. Again, whilst lying at Sulina in the ss. *Caduceus*, he rescued from a watery grave a shipmate who had fallen from the boom whilst coming aboard, and had struck his head on the ship's side in his descent. But, like all other true friends of their order, Mr. Fitzpatrick did not want his efforts to help shipmates in distress to limit themselves to the realm of fortuitous gallantry. He was early impressed with the necessity of an organisation to protect the interests and raise the social position of our brave and much-abused seamen. From the first he saw that sailors were housed, fed, and accommodated worse than the dogs of well-to-do people. From the first, too, he recognised that there was no help to be found in the shipowners or in the House of Commons, which, if it represents anyone, represents monopolists and employers of labour of a more or less grasping type. His sagacious mind soon grasped the fact that in organised combination lay the only effectual remedy for the evils to which the sons of the sea are a prey. The weapons that had been so effective in the hands of other sections of the labouring community would be those the sailors would naturally appeal to. But in forming a Union which should faithfully reflect the views and aspirations of seamen, the great difficulty he foresaw would be to effectually close its doors against the swarm of harpies who, whilst in reality his greatest enemies, are Jack's inveterate guides and confidants on shore. This difficulty was accentuated by an experience which he himself had in connection with the formation of a sailors' union in Liverpool in 1878. It occurred in the February of that year, when in a moment of misplaced confidence the sailors elected as their treasurer a local publican who had placed at their disposal his music-hall. Boarding masters were admitted to membership in this union, and they availed themselves of the opportunity to such an extent that they were enabled to elect a managing committee consisting solely of boarding masters. The consequence was the funds and influence of the society were appropriated to advance the interests of those who were not seamen. However, Mr. Fitzpatrick, who had been early in the movement elected secretary of the union, decided that this was not a state of things that could reflect honour upon anyone holding office, and publicly resigned his post. Since that time he has, as occasion offered, freely ventilated the views, aspirations and grievances of seamen, in the Press. He it was who started the agitation against the employment of foreign seamen in British ships that originated in Bristol now over four years ago, and as a consequence he was summoned before the Royal Commission on Loss of Life at Sea. His evidence dealt largely with the means resorted to by shipowners who retain in their pay crimps whose business it is to supply them with men when they experience a difficulty in obtaining them in the legitimate way at the shipping offices. His evidence upon previous attempts to extend Trades Unionism to seamen is most instructive. He was also summoned before the Select Committee on the Employers' Liability Act Amendment Bill in June, 1886. Here he had the pleasure of making the acquaintance of Mr. J. H. Wilson, at that time President of the North of England Seamen's and Seagoing Firemen's Association. The conversation between them naturally turned upon Sailors' Unions, and both parties agreed that a national association was the only solution of the Union question. At the time when the National Amalgamated Sailors' and Firemen's Union was inaugurated in the north, Mr. Fitzpatrick was absent on a long voyage. But immediately upon his return he put himself in communication with Mr. Wilson. His proffered services were gladly accepted, and he was elected secretary of the Bristol Branch.

Mr. Fitzpatrick is an admirable example of the well-educated British seaman—the man who has honourably improved his opportunities of self-training and has devoted his fine talents to the cause of his fellows. In him the crimping community have a prominent enemy, and those who are intimately acquainted with him

can vouch for the many victories he has gained, both at law and in everyday life, over brutal captains and slogging engineers. We can honestly congratulate Bristol on possessing such a man.



MR. J. C. THOMPSON.

Mr. James Cardno Thompson should be especially interesting to readers of SEAFARING, in that he lays no claim to any experience of a sailor's life, but holds his position as secretary to the Aberdeen branch of the Union in virtue of the fact that he is a Trades Unionist of great prominence, and as such marks the bond of brotherhood which practically unites those that toil on the deep with those that toil ashore. The aims and interests of seamen are at bottom really identical with those of any other Trades Unionist who aims at fair pay and fair play at the hands of his capitalist employer. We are therefore very pleased to welcome Mr. Thompson, and men like him, amongst the secretaries of the Union, knowing that though they may not have undergone hardships exactly similar to ours they are none the less fitted to represent us in the universal parliament of labour.

Like Mr. Fitzpatrick, Mr. Thompson was ushered into the world in 1848. His father and brother being sailors, his earliest years were spent in Peterhead, within sight and sound of the sea, which did not, however, attract him to her treacherous embraces; for, at the age of six years, he removed with his parents to the "granite city," where his useful activities have since centred. After some four years of schooling he began his artisan career as a ropework boy, and then served a regular seven years' apprenticeship in a foundry. As journeyman iron-moulder he wrought for some time in Glasgow and Dundee, but afterwards returned to Aberdeen. In the year 1880 Mr. Thompson had so far made his mark as a good workman and true that he was sent by his trade to represent them at the Aberdeen United Trades Council. This body was at that time scarcely known; its funds were low, and the trades seemed to ignore it. But with Mr. Thompson's advent a brighter day dawned for it. After he had been for some months a simple representative, his great enterprise and knowledge of labour questions procured him his unanimous appointment to the presidency of the Council, a post of honour which he held for five years. At the first meeting at which Mr. Thompson occupied the chair he was able to prove his strong desire to save the Council from poverty and neglect by suggesting the advisability of starting an industrial exhibition in the interests of Aberdeen workers. Many friends present shook their heads dubiously, but the good seed sown by the subject of our notice bore fruit none the less, for the exhibition became in some six months' time an accomplished fact, and the Council realised thereby a balance of over £260. The effect of this success upon public opinion and the trades not represented on the Council was phenomenal. In place of some 20 delegates, 70 now were deputed to attend the

meetings of the successful body. This increased activity led the Council to invite the Trades Union Congress to Aberdeen. It met there in 1884, and Mr. Thompson had the high honour of filling the presidential chair. His fine inaugural address on this occasion does credit both to his sympathies for the toiling masses and to his wide and sensible grasp of economic questions. Another successful exhibition was held, and this time visited by some 60,000 people. At a School Board election held in the spring of 1885, labour representation was one of the needs of the day, and Mr. Thompson was one of those triumphantly elected. During his five years' presidency of the Council there were some sharp tussles between capital and labour, notably the bitter struggle of the Aberdeen shore labourers, which led to their fine organisation with Mr. Thompson as secretary. In fact, since 1880 to the present, our hero, like the good unionist that he is, has uttered but the one cry of "Organise, organise!" and as a consequence there are few cities with such unions as Aberdeen. The first time Mr. Thompson came into contact with the Union *par excellence* was when it held its inaugural meeting in Aberdeen, under the auspices of the United Trades Council, of which he had been president. Mr. Thompson was present partly out of sympathy, and partly because of his seafaring connections, both his father and brother having been sailors, and the latter having been drowned off the Berwickshire coast in 1870. In the course of the speeches he was led to offer his services to the good cause. "Can I do anything," he said, "to help you, so that fewer may go down to a watery grave, or suffer poverty in old age?" Knowing Mr. Thompson's great reputation as a labour organiser, Aberdeen sailors first offered him provisional office and then a permanent post. The outcome of it all has been a very successful branch, which has enrolled upwards of 400 members. It does Mr. Thompson not a little credit that he is quite ready at any time to retire from his post in favour of a seaman, pure and simple, and to say in so doing, "God speed the National Union." We cannot, however, help thinking that the Aberdeen men know a good man when they have got him, and will be in no hurry to supersede their thoroughly Unionist secretary.

CORRESPONDENCE.

(Continued from page 3.)

WANTING TO JOIN.

To the Editor.

DEAR SIR,—Would you kindly tell me why the rules of the Union do not permit of a cook or steward joining, unless he can shew he has been four years at sea? There are many young men who would like to join, but who have only been two or three years at sea, and are therefore debarred from becoming willing members.

ONE WHO WOULD JOIN IF HE COULD.
Leith, Wednesday, May 8, 1889.

A SAILOR'S LETTER TO SAILORS.

To the Editor.

DEAR EDITOR,—Being a seaman and a constant reader of your paper, would you kindly insert this in your paper, as I have read it to many seamen holding important positions in our Union, and they have advised me that I could do no better than to have it published in your paper? I am willing at any time to write articles in defence of our cause, and, if it is your wish, I will continue the "Sailor's Letter to Sailors."—Believe me, dear Editor, to be yours most respectfully,

GEORGE WILSON.

The British shipowner, to suit his designs, has found it to his advantage to throw upon us calumny, namely, that we are drunkards and guilty of every vice which tends to demoralise us as men. I, for one, speak on behalf of my countrymen. I wish to shew the public where this drunkenness exists, and among what class of seamen it is to be found. In ships which are manned by mixed crews, very often when grievances occur, the foreigner advises his English shipmate to go aft and make such complaint known to the master of such ship. The result of this is that the British seaman is put down as a ringleader, and the no less grumbling foreigner skulks away, as he has not the manliness to go and make his complaint known. Through this sneaking attitude of the foreigners

they come to be preferred to Englishmen. Now, to bring our maritime trade before us so as to bring our sailors before the public in general; take, for instance, our coasting trade which is worked almost entirely by British seamen. Yet with all this drunkenness they can leave port with the same punctuality as the trains from our railway stations. Neither is passengers' luggage pilfered to such an extent as that which occurs at stations and other places. Next take our yachts, which find employment for 6,000 or 7,000 seamen, who are British, and for sobriety and intelligence no seaman in the world can surpass them. Our foreign trade, I am sorry to say, is entirely different, for such ships are as a rule manned by seamen of different nationalities, and in many cases British ships are to be found with not an Englishman on board, and it is amongst this class of seamen that drunkenness prevails. From many years of practical experience I find that the foreign seaman is as great a drunkard as the British seaman. For instance, let every person judge for himself, and examine closely the conduct of sailors in our seaport towns. Where do you go and find that which so much degrades us? Not the homes of British seamen, but those places where the foreign seaman resides. The profane dance-house, the disreputable boarding-house, and those dens which are filled with women who are the associates of the foreign seamen, it is these that pollute our seaport towns, and the British seaman has to bear this reproach to satisfy some nefarious miscreant who may find a pretext to flood our ports with foreigners, so that he can get men at any price. I think, British seamen, it is high time to dash this calumny at our feet, and look above it like the rocks on our coast. I think that our character can compare favourably with the shipowner's himself. I have seen several shipowners drunk myself, and I think as many drunkards can be found among that class as any other. We admit that drunkenness is an evil, but that we are guilty more than other men I think to be false. Drunkenness runs through all classes. I think the shipowners have most need of reforming. Every curse that has afflicted mankind, they are the first to speculate in. Who carried on slavery till laws became so severe that it grew unprofitable to carry it on any longer? Shipowners. They did not stay long in a state of idleness. They found out that by sending ships to sea with rotten bottoms, bound to some fictitious port in the East, but whose real destination was to the bottom of the deep, the drowning of seamen became such a profitable enterprise that every means and device was made to carry it on, so that the great and glorious sea, the highway of nations, became a terror to mankind. To fill a nation with widows' tears and with the cries of orphans was the glory and the ambition of the villainous shipowners till the laws of the land had to be called into requisition, and then it was with great difficulty that the evil could be checked; the infamy was carried to such an extent that the Devil himself began to tremble to think that vipers on earth in the form of humanity would outdo him in wickedness and gain the sovereignty of Hell. Nothing fills me with greater disgust, when sitting in a mission-room, than to behold the sanctimonious face of some shipowner's daughter trying, or pretending, to be so energetic in our spiritual welfare, when her licentious and hypocritical father is trying to put his feet on the necks of seamen and to crush them to dust. Well may I say, "Angels of light they seem, but they are only the servants of Satan."

British seamen, arouse from lethargy! Let us assert our rights, and we need not dread this foreign invasion, for 43 per cent. of the foreign seamen are deserters—men with no patriotism, cowards who have failed to serve their military or naval conscription in their own country. Let us establish Homes of our own in every port throughout the globe, and monopolise crimping in our own hands, and go as far as the laws of each country will permit, and have a thorough organisation of these establishments. If we fail to get our just demands we will have opportunities elsewhere. I hope that every seaman will think no more of conciliation but determination, for we are on the eve of a great nautical reformation. But not till it comes in its fulness and its strength can we say—

On the deep blue sea

Our thoughts as boundless and our souls as free,
Far as the wind can blow the billows' foam,
Survey our Empire and behold our home.

The obstinate shipowners have only swelled our cause. We have a hard fight against the greatest capitalists in the world. The harder the fight the greater the victory and more glorious the crown, so that we shall say *Sic semper tyrannus*—down with all tyrants.

GEORGE WILSON.

MR. WILSON'S CAMPAIGN.

A meeting of sailors and firemen was held in the Gilfillan Memorial, Dundee, on May 9, under the auspices of the Dundee Sailors' Union, for the purpose of considering their present grievances and hearing an address by Mr. J. H. Wilson, General Secretary of the Union. The men marched in processional order to the hall, headed by a band. There was a large attendance. Mr. John Wishart presided.

The Chairman, in his opening remarks, said they had to thank Mr. Wilson not only in the name of the sailors, but of the Trade Unionists. (Applause.) He held Mr. Wilson to be one of the lords of labour, who had done much on behalf of the sailor. The organisation which the sailors had formed had resulted in their wages being advanced 10s. per month. No class of men more needed a Union than sailors, and much of the hardships to which they had been subjected were due to themselves. Speaking of the accommodation afforded to sailors, he said the advances which had been made in shipbuilding had done little for them, and he had seen in one of their new ships a house not 16 feet square for 16 men. Was that accommodation equal to what it should be? ("No.") He characterised the food which sailors got as being bad, and he was of opinion that some of the old sailors present could tell them that they got the same class of dinner 20 years ago as they got on Saturday. ("Nothing but rice.") He attributed the condition of the sailors to the apathy they had manifested.

Mr. Wilson in his address reviewed at length the grievances of sailors and the improvements which had been effected since the establishment of the Union. The National Union was composed of over 65,000 members. He contrasted the wages paid to sailors previous to the Union being started with those at present being given, and shewed the necessity of all seafaring men becoming members. He endorsed the statement made by the chairman regarding the accommodation provided for sailors, and characterised their berths as dens, ill ventilated and often leaking badly, and not fit to live in. They would require an Act of Parliament to deal with this subject alone. Dealing with the food which the sailor received, he said they had 10 ounces less food than any prisoner in her Majesty's prisons. Referring to the hardships which sailors were subjected to at sea, he cited cases of gross cruelty while the men were suffering from illness, and declared that an inquest should be held in every case where a sailor died at sea. In his subsequent remarks he spoke on the merchant shipping laws, and advocated the necessity of sending men to Parliament who had a practical knowledge of seafaring life, the same as the miners in England had done in electing labour members. He impressed upon all who had not yet joined the Union to do so at once, and hoped that when the Trades Congress met in Dundee this year they would be able to report that they represented between 80,000 and 90,000 members of a Union.

Mr. M'Kendrick, local secretary of the Union, also addressed the meeting, and moved:

"That the meeting, having heard the able address of Mr. J. H. Wilson, are of opinion that the progress which the Union has made has improved the condition of the seafaring classes, and merits the support of all seafaring men."

Mr. Brannigan seconded, and the resolution was carried unanimously.

Mr. Cargill moved, and Mr. Pert seconded:

"That the meeting, having heard Mr. Wilson explain the many inequalities of the merchant shipping laws, are of opinion that a Royal Commission should be appointed to inquire into such inequalities, and that seafaring men should be represented on such a Commission by the members of their own class."

Votes of thanks terminated the proceedings.

At a meeting of seamen and firemen held in St. Katharine's Hall, Aberdeen, on Friday night, May 10, an address was delivered by Mr. J. H. Wilson, general secretary of the National Amalgamated Sailors and Firemen's Union. The chair was occupied by Mr. William Livingston, president of the Trades Council, who, in opening the meeting, mentioned that a short time ago a Seamen and Firemen's Union was formed in Aberdeen, and that now it had a membership of over 400.

Mr. Wilson pointed out the disadvantages of purely local societies as compared with the benefits of the National Union. In November last there were only two branches connected with the Union, with a membership of not more than 1,000, but now there were 43 branches and over 65,000 members. (Applause.) Speaking of the

management of the Union, he said the branches were supervised by an executive council, whose proceedings were in turn subject to review at the annual general meeting. Referring to what the Union had done, he spoke of improvement in the rate of wages and limitation of foreign labour. He quoted statistics to shew that British seamen and firemen had not deteriorated, as was often alleged, and afterwards proceeded to speak of various grievances which urgently required remedying, such as allowing incompetent crews to man vessels; captains to declare as forfeited the wages of men who were merely detained and were not deserters; shipowners to have no responsibility for the expenses of seamen left sick at foreign ports; the overloading of vessels; and the supplying to seamen of food scant in quantity and unwholesome in quality. He advocated the extension of the Employers' Liability Act to seamen, and also the privilege of being allowed to vote by proxy. Better accommodation should be provided for sailors, and married men should be paid weekly.

On the motion of Rev. C. C. Macdonald, seconded by Mr. Farquharson, vice-president of the local Union, a resolution was passed approving of the objects, aims, and benefits of the National Amalgamated Union.

Mr. Johnston, secretary to the Trades Council, moved, and Mr. Catto, secretary of the Amalgamated Bakers' Union seconded the following resolution, which was adopted: "That this meeting of sailors and firemen, having heard Mr. J. H. Wilson explain the many irregularities of the merchant shipping laws, is of opinion that a Royal Commission should be appointed to inquire into these irregularities, and that seafaring men should be directly represented on such Commission by men of their own class."

On the motion of Mr. J. C. Thompson, a vote of thanks was passed to Mr. Wilson for his address.

AN INTERESTING CASE.

At Sunderland Police-court last Tuesday, four Union seamen, Thomas Short, William Jones, William Meyer, and George Duffy, summoned Messrs. Tyzack and Branfoot, managing owners of the steamship *Edmondsley*, under the Employers and Workmen Act, for wages due. The complainant Short admitted that he changed his mind as to going with the vessel because there were two non-Union men on board. The owners claimed a set-off of £9 13s. for breach of contract, which Mr. Brown, for the men, contended could not legally be pleaded under the Act. He quoted a case shewing that by implication the right of the owner to recover damages against the man under the Employers and Workmen Act was taken away.—Mr. Roche, who appeared for the owners of the *Edmondsley*, contended that he had proved the damage and breach of contract. The damage was £9 13s. The Union was supporting the men and the Union must bear the brunt.—Mr. Brown submitted that there was absolutely no evidence against the men, and proceeding to refer to the counter-claim, said the Act might have been modified, but the right to damages was a right only to deduction from wages due. The wages due was for work done in port before articles were signed. The men remained on the dockside, and gave the master an opportunity of having all Union men.—The Bench found that the following wages were due to the men: Short, £1 6s. 8d.; Jones, £1; Meyer, £3 6s.; and Duffy, £1. On the claim against them for damages, they awarded the owners £1 12s. 2d. against each man.—Mr. Brown applied for a case.—Mr. Steel said Mr. Brown's application would receive every attention.—Mr. Roche said the Bench had granted summonses against Mr. Wilson on the ground that he persuaded these men to leave their employment, which was an offence under the Merchant Shipping Act. Mr. Roche said he had subpoenaed the sailors, and he was willing to pay their expenses. Those who sent them away must take the responsibility.

CAPTAIN ADAIR is the Commodore of the City Line, having served for the long period of 30 years, has sent in his resignation in consequence of advancing years. In 1859 Messrs. Smith and Sons gave him the command of their ship the *City of Delhi*, and since then he has been master of several successive Cities, including another of that name. His present vessel is the *City of Benares*, which he has just brought into London after a smart passage from Sydney. Captain Adair is now 64 years of age, and during his career as a shipmaster he never met with a serious mishap at sea.

PASSED EXAMINATIONS.

Week ending 11th May, 1889.

Note.—Ex. C. denotes Extra Master; O. C., Ordinary Master; 1 M., First Mate; O. M., Only Mate; and 2 M., Second Mate. SS. denotes Steam Ship Certificates.

FOREIGN TRADE.

Name.	Grade.	Examining Board.
Vines, Duncan F.	2 M	London
Brown, Thos. J. H.	2 M	London
Hensman, Wm.	2 M	London
Hawkes, Jas. Hy.	2 M	London
Fryer, Chas. Fredk.	2 M	London
Talbot, Jno.	2 M	London
Hartnell, Wm. Lock	1 M	London
Bond, Geo. M.	O C	London
Baumann, Walter L. G	O C	London
Evans, Edwd. Wm.	1 M	London
Terrille, Wm. Hy.	O C	London
Jones, Jno. Chas.	1 M fore and aft	London
O'Farrell, W. J. H.	O C	London
Durrell, Edwd. W.	1 M	London
White, James	O C	London
Smith, James	2 M	Liverpool
Richards, Rowland	2 M	Liverpool
Shacklock, Chas. E.	2 M	Liverpool
Martindale, Thos. O.	2 M	Liverpool
Evans, David	2 M	Liverpool
Mowatt, Robt. G.	2 M	Liverpool
Rhodes, Quinten A.	1 M	Liverpool
Sinclair, Jos. A. C. G.	1 M	Liverpool
Browne, Charles K.	Ex C	Liverpool
Bain, John A.	O C	Liverpool
Postlethwaite, A. E.	O C	Liverpool
Fraser, James	O C	Liverpool
Webbe, Josiah A.	O M	Liverpool
Jones, Jno. Wm.	2 M	Liverpool
Smith, Hugh B.	2 M	Liverpool
Beer, Geo. T.	2 M	Liverpool
Thomson, Alexr.	2 M	Liverpool
Brownlee, James	2 M	Glasgow
Clark, John D. S.	2 M	Glasgow
Spence, Jos. F.	O C	Glasgow
Wood, Tom	1 M	Glasgow
Smith, Richard G. A.	2 M	Plymouth
Ryan, James	O C	Plymouth
Mann, Fredk. R.	O C	Plymouth
Trebilecock, Edwin T.	1 M	Plymouth
Blagdon, Edwd. A. J.	Ex C	Plymouth
Morgan, Jno. P.	O M	S. Shields
Galley, Wm.	2 M	S. Shields
Sinclair, L.	2 M	S. Shields
Meinertz, Soren I.	2 M	S. Shields
Williamson, Jas.	1 M	S. Shields
Fowle, Mattnew	1 M	S. Shields
Keith, Martin D.	O C	Dundee
Dykes, Thos. Alex.	O C	Dundee
Laverock, Thos. S.	O C	Dundee
McGregor, James	1 M	Dundee
McIntyre, John	O M	Dundee
Masson, Geo.	2 M	Aberdeen
Wright, Wm.	2 M	Aberdeen
Strachan, James	2 M	Aberdeen
Shepherd, Wm.	1 M	Aberdeen
McBain, Donald	O C	Aberdeen
Stacles, Edwd.	2 M ss.	W. H't'pl
Harland, James	1 M	W. H't'pl
Harrison, Miles G.	1 M	W. H't'pl
Thistle, Thos.	1 M	W. H't'pl

HOME TRADE.

Perry, Nicholas D.	Master	Plymouth
MacArthur, Dugall	Master	Glasgow
Park, James	Master	Glasgow

ENGINEERS.

Tarrant, Arthur	2	London
Hoe, Jas. S.	2	London
Wright, Geo.	2	London
Gallon, Jno. Wm.	1	London
Begg, Thos. Jno.	1	London
Thatcher, Frederick	1	London
Ellwood, Jno.	2	Liverpool
Dickson, David	2	Liverpool
Stott, Thos. B.	2	Liverpool
Ditcham, Wm.	2	N. Shields
Turnbull, Wm.	2	N. Shields
Hook, Harry L.	2	N. Shields
Green, Saml. Jno.	1	N. Shields
Shores, Jos. W.	2	Hull
Stevenson, Jno. P.	2	Hull
Hill, Alfd.	2	Hull
Cross, Wm.	2	Hull
Smith, Wm. G.	1	Hull
McIntyre, Colin C.	2	Greenock
Speirs, Wm.	2	Greenock
Arnott, James	2	Greenock
Gourlay, Robt.	1	Greenock
Miller, Geo. Alex.	2	Leith
Watson, Andrew B.	2	Leith
Towersson, Thos.	1	Leith
Ramsay, Wm. R.	1	Leith

IN THE DOG WATCH.

We have just received some recent numbers of the *Coast Seaman's Journal* from San Francisco, containing a cordial greeting to the Sailors and Firemen's Union of Great Britain and Ireland and to SEAFARING, for which we hasten to return many thanks, coupled with hearty good wishes for the welfare of that brave paper and the gallant band of Unionists which it represents on the Pacific Coast.

The acknowledgments of the Skipper of SEAFARING are also due to the mass meeting of seafaring men, who at Southampton the other day so kindly thanked him for founding a Journal devoted to the interests of the seafaring class. The Skipper of SEAFARING begs to say, in reply, that it was exactly because he had been a seafaring man himself, and had felt the need for such a paper that he determined to establish one.

The task has not been devoid of difficulty, nor unaccompanied by hatred, jealousy, and abuse.

But now that the task is accomplished, and SEAFARING is certain to float long after her Skipper is at rest, it is doubly sweet to know that one's efforts are appreciated by seafaring men.

Apart from any words of thanks, the sale of SEAFARING sufficiently proves how well seafaring folk and their friends support the paper, and, if anything more were wanted, the friendly and even affectionate terms in which so many of them write of "the craft," as they love to call it, suffice to show that we have not laboured in vain. Thus encouraged we hope to make SEAFARING more and more useful and attractive. Meanwhile we would ask our friends not to be too impatient for the arrival of the paper, as our existing machinery cannot at present keep pace with the demand for copies.

THE SARAH BROWN.

BY NESSILLO.

(Tune: "The Jolly Beggars.")

There was a lovely maiden,
Her name was Sarah Brown,
The neatest little craft afloat,
When sailing through the town.

Ye ho, my boys, ye ho, my boys, ye ho, the Sarah Brown.

Ye ho, my boys, ye ho, my boys, ye ho the Sarah Brown.

Her hair was flaxen, and her eyes
Were lovely, heavenly blue,
She stole the heart of gallant Tom,
The bravest of our crew.

(Chorus.)

One day Tom spied the Sarah Brown
In full sail on his lee,

"Ahoy!" cried Tom, "Heave to, where bound?"

"I'm homeward bound," says she.

(Chorus.)

Heave to she did and grappling Tom
She drew him in her wake;

He struck his colours, groaned and sighed,

Poor Tom, for Sarah's sake.

(Chorus.)

Now Sarah was a clipper barque,
How gracefully she'd tack!

She spliced a rope with gallant Tom

And shewed the Union Jack.

(Chorus.)

The A.B. Tom is captain now,
And owner of the craft;
The little boats they hang around,
The captain's gig abaft.

(Chorus.)

Tom prides himself on Sarah Brown,
So neat and trim is she;
He ne'er had cause to rue the day
He hailed her on his lee.

(Chorus.)

Long may the light breeze fill her sail,
While dancing o'er the wave,
Till safe at rest she lies in port,
With gallant Tom the brave.

(Chorus.)

The superintendent of the shipping office in Liverpool distinctly states that if a master wished to sign on a ploughboy as an A. B., the Board of trade shipping master has no power to refuse to do so. Query. What is the use of this obliging official?

A correspondent writes to us:—

"I am hearing a good deal about the bravery and humanity of the master of the *Missouri* in rescuing the passengers of the *Danmark*, and I hear that he is being presented with several costly presents. I am waiting patiently to see what the 'common' sailor's thanks will be for his bravery in rescuing all those lives without a hitch. If the master of the *Missouri* had himself to jump in a boat to save those lives, perhaps he would have said, 'The sea is too rough; full speed ahead.' Generally there is no notice taken of what the 'common' sailor does. The master gets all the praise, cuddled up in his topcoat and kid gloves to keep the wind off him."

While we agree with our correspondent that masters get more and men less than their share of credit, his reflection on the captain of the *Missouri* seems rather unfair.

The present writer once served in a ship whose owner made repeated attempts to lose her. These attempts were continued after the writer had left her, not without denouncing the owner, who was also skipper, and the ship, which, of course, was heavily insured, was ultimately lost with all hands, including the skipper.

Not a few seafaring men have served in ships which were sailed for the deliberate purpose of being lost. It is indeed most gratifying to know of ships that are sailed for any other purpose, and therefore most refreshing to hear of owners and underwriters rewarding seamen for saving a ship. But it is a sort of refreshment that we do not enjoy too often.

There are, of course, shipowners who really are sorry when their ships are lost—shipowners who lose by the loss of their ships—but as long as the law allows ships to be insured for more than their value, so long will some owners insure ships over their value, and rejoice exceedingly when such ships are lost.

In other words wholesale murder—or manslaughter, if you like—is regarded as a legal, legitimate, and even pious pursuit. That being the case, it is not surprising that we should have Whitechapel murderers among us. On the contrary, the wonder would rather be that murder is not more common, were it not that the capitalist Press demands and exposes murders which are not committed by capitalists, for capitalists only are privileged to commit crime with impunity.

Howbeit, it is pleasant to see seamanship rewarded, and we heartily congratulate Capt.

Goldsmith of the barque *Lyra*, Mr. Fraser, his chief mate, Mr. Jenkins, his second mate, and Mr. James Anderson, the carpenter, all of whom, for having taken her round the Horn under jury masts to Queens-town, were last Saturday at Liverpool the recipients of presents from the owners and underwriters, the captain getting a gold watch and chain, value 40 guineas, together with a cheque for 60 guineas, and the chief mate, second mate, and carpenter, £20, £17 10s., and £15 respectively. We also commend the appreciative generosity of the owners and underwriters.

At the same time, it must be pointed out that the crew who shared in the hardships of the voyage, which meant want of water among other things, might, and ought, also to have got some present, especially as Captain Ward, president of the Mercantile Marine Service Association, who was in the chair on the occasion of the presentations, described the crew as "excellent," and Captain Goldsmith said they had supported him well.

To reward masters and officers but not the crew is one of those mistakes that cause growling, and tend to make men unwilling in cases of emergency. And how much is lost by having unwilling men only those who have been at sea before the mast are aware. In cases of emergency shellbacks sometimes have the chance to revenge themselves upon owners and officers, and owners and officers would do well to remember the fact.

While saying this we also say that we most firmly believe in the maintenance of discipline aboard ship. But it is partly because of this belief that we also believe in treating seafaring men as men, for the way to obtain willing obedience and good work is to have the confidence of your men. The way to get their confidence is to prove your self worthy of it. And the way to prove yourself worthy of their confidence is to do to them as you would have them do to you.

JACK AND JEAN.

By CHARLES HERON.

The moon is keeping her watch on high,
Her glittering beams dance o'er the wave;
Bright stars are peeping out from the sky,
Lone watch is keeping the sailor brave.
Pacing the deck now for'ard, then aft,
Thinking of scenes now long passed by;
Urged by fresh breezes swift speeds his craft,
And to her haven she draweth anigh.

* * *

In a snug cottage on yonder strand,
Sleepeth a damsel so lovely and fair,
Wandereth afar into sweet Dreamland,
And could you only follow her there.
How she doth gaze on a white-winged
barque,
Straining her fond eyes, as if to catch
But one short glimpse through the night so dark

Of her own true love keeping his watch.
Just for a moment she sees her love,
And on her features there is a calm smile;

Thus, slumber-fancies around her move,
Love-dreams her lonely night-hours beguile.

At a recent meeting it was resolved, by a majority of one, to dissolve the Naval Volunteer Home Defence Association, and the minority have now decided on forming a new society—the Coast Defence Association. Its main object will be to stimulate the volunteer spirit of defence as regards our ports and coasts.

NOTICES.

SEAFARING, published every Saturday, price one penny, will be sent to any part of the United Kingdom, post free, at the following rates of subscription:—

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Correspondents should write on one side of the paper only anything meant for publication, and address, not to 13, Whitefriars-street, but to 150, Minories, London, E.

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wrecked, and not able to send notice within the specified time. The posting of ship at Lloyd's as lost, or certified extract from ship's log to be taken as evidence.

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Seafaring.
THE ORGAN OF THE SEAFARING CLASS.

SATURDAY, MAY 18, 1889.

STRIKES and rumours of strikes among sea-
faring men are the talk of the day. And very
foolish talk we venture to say that it is.
Let us by all means have strikes if fair
wages be not forthcoming. But let
us also have patience, since strikes,
to be successful, mean organisation,
and organisation means time and money
and preparation, without which they are
doomed to partial or complete failure. It
has been asserted that Mr. Havelock Wilson,
general secretary of the Sailors' and Fire-
men's Union, is visiting the various ports to
prepare for an immediate strike. But the
work of organising seafaring men, in which
Mr. Wilson is engaged, is not the same thing
as preparing for an immediate strike. Men
may organise without striking, and the
better their organisation the less the
necessity for a strike, as justice can be
got without striking when employers know
that men are masters of the situation. It is
well, therefore, that Mr. Wilson should con-
tinue his work of organising in which he
has displayed such consummate skill. But
it is not well that there should be so much
talk of strikes; since the more talk there is
the better prepared the owners are likely to
be. Indeed one of the effects of the
talk of strikes is that persons in the
shipowners' confidence are saying that the
shipowners are already prepared. This, of
course, may only be a trick to discourage the
men. Be that as it may, the fact remains
that it is unwise to let your enemy know
your intention. Let him know anything
but that, and then, in such an hour as he
thinks not, strike if necessary.

The next strike of seafaring men in these
islands should be at least a national, if not
an international affair. It should be such a
strike as to paralyse the whole trade of these
islands, and to starve the country, as well
as the shipowners, into complying with our
demands for justice. If the shipping trade
were paralysed, the whole people of this
country would soon be—as some of them
always are—on the verge of starvation, and
then there would arise such an outcry that
the wrongs of seafaring men, which have
been unheeded so long, would be redressed
in a single day. Not only would shipowners
have to give fair wages, together with fit
and sufficient provisions, but the whole of
the infamous laws passed by the rich for
the purpose of oppressing the poor would
be swept away. This, surely, is something
worth striving for. And the way to accom-
plish it is not to swagger, nor to trust
people outside the Union more than you can
help, but to work hard at the strengthening
of the Union. That all good Union men
will persuade other men to join we expect to
believe. But there are other ways of
strengthening the Union as well as that.
One of them is to show by good conduct
how much superior Union men are—ashore

as well as afloat—to the miserable "scabs"
that they complain of. And good con-
duct includes keeping such contracts
as they may enter into. The fire-
men of the *City of Chicago* were right in
refusing to sail with non-Union men; but
the time to refuse is before, not after sign-
ing articles, and Union men would do well
to remember this. Not only do they bring
punishment upon themselves for breach
of contract, but they prejudice public
opinion against the Union, and it is
most important that public opinion should
continue to be on our side. It is also important
that seafaring men should get their wives,
sisters, sweethearts, mothers, and all female
friends to understand that the Union means
less starvation and more comfort for women
and children as well as for the men. Women
always have been and will be a great
power, and once they can be induced
to throw themselves thoroughly into
the movement they will bring us
many converts. It is further important that
Union men should not be too jealous of
foreigners. Hard it certainly is that
foreigners should displace British seafaring
men in British ships. But the remedy is to
induce these men to join the Union, so that
they shall not sail below Union wages, and
to persuade them when they go home to start
Unions, or branches of the British one, in
their own country. Missionaries are indeed
much needed to go into foreign countries
and preach the gospel of salvation by Trades
Unionism.

MORE COMPLIMENTS.

The journal of the Union, SEAFARING, is
well conducted, and some of the articles are
ably written.—*Hampshire Independent*, May
11.

"SEAFARING."—What the *Railway Review*
is to railwaymen so is SEAFARING to those
whose employment leads them to go down to
the sea in ships. It is a weekly paper devoted
to the interests of seamen and firemen, and is
the semi-official organ of the Seamen's
National Union. Its articles are evidently
penned by some practical SEAFARING hand
who knows well how to talk to sailors. The
ordinary reading matter of the paper will
prove interesting, not to seamen only, but to
others who have even but slight connection
with shipping or sailors. There can be no
doubt that the Union will benefit very much
by the advocacy the paper gives it. We
understand that the Seamen's Society
guarantees the sale of not less than 10,000
copies per week, but the circulation is now
nearly double that quantity.—*The Railway
Review*, May 10, 1889.

We had a pleasant surprise last Saturday.
Among a pile of exchanges that arrived that
day was SEAFARING, the British organ of the
seafaring class, which is now afloat again,
and we venture to say has come to stay.
The Sailors and Firemen's Union of Great
Britain and Ireland has pledged itself to
support SEAFARING, and in that they have
done a wise thing.—*Coast Seamen's Journal*,
San Francisco, April 24, 1889.

THE open boat *Liberdale* has accomplished a
voyage of 7,000 miles from Paranagua, Brazil, to
Philadelphia. She had on board Captain Slocum,
his wife, and two sons. Captain Slocum's vessel
was wrecked on the coast of Brazil last December.

NAUTICAL NEWS.

THE SW Middle Buoy, Thames entrance, has been moved.

NEARLY 80 new steamers are in course of construction on the Tyne.

THE *Daphne* sloop is to sail on the 23rd inst. for service on the Pacific station.

ACCORDING to a telegram received from Narva that port is now open for navigation.

THE shipbuilding industry is very brisk on the Wear, the Tees, at Hartlepool, and Blyth.

DANIEL DEVINE, boiler-maker, has been drowned in the Clyde while attempting to reach a small boat which had gone out of reach from the bank.

SINCE the visit of Lord Brassey to Sierra Leone the harbour has been undergoing extensive repairs and alterations, with a view to its better defence.

SHIP joiners employed at Laird Brothers, Birkenhead Ironworks, have got an increase of 2s. 6d. per week, which they have accepted for the present.

CAPTAIN WILLIAMS, of the barque *Mary Blundell*, of Liverpool, at Aberdeen from Pisagua, reports the drowning of an apprentice named Serebnor.

IN the House of Commons, on May 14, a bill to amend the law with regard to advance notes to seamen, was introduced by Mr. A. Thomas and read a first time.

THE steamer *Regina*, from Rio Janiero, has been ordered to Asinara to perform quarantine, having had five deaths on board from infectious disease.

THE new fast torpedo gun vessel, *Grasshopper*, built at Sheerness, left the Medway on Tuesday for the trial of her machinery. The trial was unsatisfactory on account of her boilers priming.

IN the House of Commons, Mr. W. H. Smith has stated that as yet no definite arrangements had been come to with respect to the proposed International Conference on the hours of labour.

A CREW of A.B.'s and firemen have been shipped at Dundee for the new steamer *Loch Katrine* at £4 5s. and £4 10s. per month respectively. This is an increase of 5s. on the rates previously paid.

SIR MICHAEL HICKS-BEACH, in answer to Mr. O. V. Morgan, says he proposes to introduce the bill carrying out the recommendations of the Pilotage Committee of last session on Monday next.

A NEW post steam line to the East will be opened by the North German Lloyd from Salonica to Alexandria, in order to improve the commerce from Berlin, via Vienna, Constantinople, and Salonica.

MR. J. DONOVAN, of the National Amalgamated Sailors' and Firemen's Union, is at present at Barrow, organising a branch of the Union. A large number of seamen have intimated their intention of joining.

THE *Udston* ship, Captain Dill, has arrived at San Francisco from Leith, from whence she sailed on December 3, 1888. Fears had been entertained as to her safety, in consequence of her long voyage of 156 days, and 40 guineas had been paid to effect reinsurances.

AT Newcastle, Charles Transom, master of the *Humbert* (s), has been fined £20 and costs for having carried grain in bulk between decks other than was necessary for feeding the cargo, whilst on a voyage from Odessa to Hamburg.

ALFRED N. NOBLE, master of the *South Tyne* (s), was summoned for a similar offence, whilst on a voyage from Sifila to Bremerhaven, and was fined £20 and costs.

FATHER DAMIEN, the famous Belgian priest, who has for years laboured among the leper colony of Molokai, in the Sandwich Islands, has at length succumbed to the disease from which he had been suffering for a long time past.

IT has been decided to ask the First Lord of the Admiralty to receive a deputation to urge upon the Government the desirability of obtaining a proportion of the coal for use on board men-of-war from the north of England instead of mainly from South Wales as at present.

THE Shaw, Savill, and Albion Company's steamer *Arawa*, Captain E. J. Stuart, arrived at Plymouth May 10, with the homeward New Zealand mails, after making what is claimed as the fastest passage on record, namely 34 days, 23 hours, 18 minutes net steaming time.

BARON STORNECK, who commands the Austrian navy, has for some time past suspended the construction of large vessels, because opinions as to their utility are much divided in European naval circles, and he prefers to await the results of the experience of the great maritime Powers. Wise man!

AT Leith, Quin Ramsay, seaman on board the

steamer *Amulet*, was fined 12s., including costs, with the alternative of 14 days' imprisonment, for smuggling 14oz. of tobacco. The tobacco was concealed in the hollow ends of a box, to which access could only be obtained by removing the bottom.

WITH the development of the German export trade new lines of steamers are being constantly established to various parts of the world. The latest effort in this direction is the service of steamers by means of which Germany and Morocco are to be brought into direct communication.

A COMMUNICATION, dated 8th April, has just been received in Dundee stating that the catches of the Dundee sealers at the Greenland whaling between the 3rd April and the date of the letter were as follows:—*Active*, 900; *Polar Star*, 800; *Earl of Mar and Kellie*, clean; *Hope* (Peterhead), 1,200.

A GREAT disaster has happened at the new Deep-Water Dock Works at Southampton, causing damage which cannot be estimated at less than £30,000. A large piece of the new wall—420 feet in length—near the entrance to the north-east quay, collapsed on Saturday, necessitating the entire rebuilding of the structure from its foundations.

IN the Admiralty division the hearing has concluded of an action for salvage services rendered by the steamtugs *Merry Andrew* and *British King* and the lifeboat *Thomas Fielding* to the City of Cork Steam Packet Company's steamship *Lee*, in the Irish Sea, in January last. The defendants tendered a sum of £1,750. The court upheld the tender.

LORD BRASSEY's yacht *Sunbeam* arrived at Portsmouth on Sunday evening, on her return from the Mediterranean. In the recent voyage the novel experiment was tried in a cruise of a steam yacht with engines not in working order. Under the new conditions an average rate of speed of 6½ knots was maintained for a total distance of 6,780 miles.

GREAT preparations are being made at Calais for the approaching visit of the President of the Republic for the purpose of inaugurating the opening of the new docks and harbour. The fêtes will be extended over two days. The Lord Mayor of London and a representative of the English Court will be amongst those who will take part in the proceedings.

IN the House of Commons, on May 13, Mr. Mundella asked the President of the Board of Trade whether, having regard to the technical character of the Merchant Shipping (Tonnage) Bill, he would consider the desirability of referring it to the Grand Committee on Trade. Sir M. Hicks-Beach replied that the suggestion of the right hon. member was a very good one, and he would consider it.

A MEETING of fish-curers and others interested in the fishing industry has been held at Stornaway to consider what steps should be taken to secure a reduction in the prices charged for fishery salt. It was agreed to take joint action with the Peterhead Fishcurers' Association through the National Sea Fisheries Protection Association to secure the same reduction in the price of fishery salt as had been obtained by the English fish trade.

IT is to be regretted, says the *Newcastle Chronicle*, that our Government fosters foreign shipping enterprises. It proposes to do so by the new Tonnage Bill, and it is doing so in sending mails in Hamburg-owned and Stettin-built steamships. British steamers have proved themselves the fastest on the face of the sea; there are plenty of them; they carry as cheaply as foreigners do; yet a new steamer which left Hamburg last week is now carrying part of the British mails to New York.

THE directors of the Clyde Steamship Owners' Association at a meeting held on Saturday adopted the following resolutions in reference to the Merchant Shipping (Tonnage) Bill:—"That this association agrees (1) to the abolition of the double deduction for crew space, both past and future; (2) that the full allowance for propelling space, including that of light and air spaces above the tonnage deck, shall not exceed 50 per cent. of the gross tonnage; (3) that all river steamers and tugs be exempted from the operation of the Act."

A CORRESPONDENT says that for some time the Bristol Docks Board have had under their consideration numerous complaints from shipowners of the excessive cost of the pilotage of vessels to and from Bristol. They have issued a report recommending that the resolutions passed in 1853 fixing the present pilotage rates should be rescinded, and that in future all rates for pilots licensed by the Corporation for Bristol Channel be fixed in accordance with the new schedule. In some cases the revised rates shew a reduction of £3 10s.

THERE appears (says the *Bullionist*) to be an idea amongst some shipping people that we are to have lower freights. Baltic business is especially bad, and we have just heard of two boats having been brought home from the Baltic in ballast, as there were practically no freights obtainable. Whether this inactivity will spread to other markets remains to be seen, but we quite expect that it will do so. Unremunerative rates in one trade simply mean an increase of tonnage in others, with the natural result of a drop in freights. We have been expecting a weakening, but it has put in an appearance sooner than we anticipated.

CONSIDERABLE interest is taken by the residents of Eastbourne in a new yacht which is being built by Mr. Gardsen. The men employed on her have lately been working overtime in order to hasten the date of completion, and the launch, it is now expected, will take place in about a fortnight's time. The owner is Mr. Popham, of Eastbourne. The yacht is of 60 tons burthen, 70ft. in length, 20ft. beam, and she draws 8ft. of water. She has a centreboard, and carries about 26 tons of lead on her keel. The vessel will be a racing lugger—a decided novelty. Ordinarily a vessel of this rig has to lower the sail in tacking, but in this case, by an ingenious contrivance, this necessity has been obviated. The foremast will be about 64ft. above the deck, and the mainmast 75ft. There will be in all over 7,000 square feet of canvas.

AT Greenock, Martin Oleson, master of the ship *Melmerby*, of Liverpool, now lying in the James Watt Dock, Greenock, was charged at the instance of the Board of Trade with having, on November 6 last, at Rio de Janeiro, engaged two able seamen, an ordinary seaman, and a boy, and carried them to sea, without taking them before the official shipping master. Oleson was also charged with having committed a similar offence on the 6th March last at Mobile. He pleaded guilty, and at the request of Mr. Robert Blair, who prosecuted for the Board of Trade, the Sheriff inflicted the modified penalty of £3 3s., with £1 10s. of expenses.

AT Liverpool, Thomas Linaere, shipwright, Liverpool, sought to recover from John Courtney and Thomas Stafford damages for conspiracy. The defendants were delegates of the Mersey Shipwrights' Society and the Liverpool Shipwrights' Society. Dr. Commins, M.P., who represented the plaintiff, said that the plaintiff Linaere, an old man of nearly 70, went to work at his trade in a Dundalk shipyard, and the defendants conspired with other people by means of fraudulent pretences to intimidate him to leave his work and return to Liverpool. Having come back to Liverpool, the defendants followed up their illegal act, called him a black sheep, and in consequence of this plaintiff had been unable to obtain employment at his trade, and had sunk to the grade of a dock labourer. These allegations were denied by the defendants, who said that the alleged intimidation at Dundalk consisted simply in giving to the plaintiff notice under the rules of the society that he was infringing the rules of the trades union. It was further asserted on their part that the plaintiff left Dundalk of his own accord. After the case had been partly heard the defendants agreed to give Linaere 30s. as compensation.

CLIPPER RUNS.—1854. The clipper ship *Red Jacket*, from Liverpool to Melbourne and back, greatest distance sailed in 24 hours was on the outward voyage 400 miles and on the homeward voyage 376 miles. Time out and back five months and 11 days, said to have been at the time the best performance recorded. The clipper ship *Comet*, built by William H. Webb, of New York, left her anchorage at Liverpool, June 16, 1 p.m., and anchored in Hong Kong September 9th, 1 p.m., making 84 2-3 days, mean time, from anchorage to anchorage, and 83 7-8 days from pilot to pilot. She sailed in straight course, from noon to noon, 17,500 geographical miles, averaging 215 miles per day. The best day's run was 350 miles, geographical. Not a sail, spar, or rope was lost on the voyage. The famous clipper ship *Sovereign of the Seas* made the passage from London to Sydney in 84 days, encountering a terrible storm which carried away everything above her lower masts. The damages were repaired in six days. The best day's work was 410 knots, though she occasionally sailed at the rate of 22 knots an hour. It is claimed that the present iron and steel or composite clippers cannot stand the press of sail that used to be put upon the wooden clippers of 35 years ago, and we never read nowadays of the high performances that used to distinguish American ships.

THE SAILORS' AND FIREMEN'S UNION.

LONDON.

TIDAL BASIN BRANCH.

The branch meeting was held in the school-room, Tidal Basin, on 10th May, vice-president in the chair. There was a complaint by the secretary of men coming from Yarmouth, and the members of this branch having to suffer through this. The secretary reported having sent three men home to Yarmouth, and he remarked that it was a very costly job. The meeting then went into new business.—The Secretary asked the branch to receive his resignation, on the account of his wife and children's health. This was accepted. The members were then asked to appoint auditors, either from among themselves or some one who had no connection with the Union. The chairman was asked to appoint one on behalf of the branch, the secretary was allowed to appoint one on his own behalf. The report of the auditors to be read at next meeting.—The meeting was then asked to nominate a secretary. Mr. Walsh was asked to leave the room for half-an-hour.—Mr. Robert Barrett moved that Mr. Thomas M. Walsh be secretary.—This was seconded by James St. Clair.—There being no further nominations, the question was put and carried, Mr. Walsh to start in his new duties on Saturday, May 18.—It was proposed by Loftus Clark, seconded by John McCauley, "That the secretary be instructed to write to the Executive, and call their attention to the fact that receipts for money to other branches are not sent with the despatch that is necessary.—This was carried, and the meeting adjourned.

TOWER HILL BRANCH.

Mr. M. Connor was in the chair at the meeting last Tuesday night. Two members, one seaman and one fireman of the ss. *Abington*, of Glasgow, informed the meeting that on April 23rd, when 100 miles from the "Rock," bound home in that ship, they ran into a schooner, the mate being in charge of the bridge. It was 10.30 p.m., and blowing stiff at the time. As soon as the schooner was struck, the master of the *Abington*, Captain Wilson, rushed for the jolly boat, and with nothing but his sleeping rig on, he asked the assistance of a fireman to unlash the boat, and after jumping in, ordered the fireman to lower away, and he left the ship in the darkness, the first and only man to leave her until she arrived at Glasgow. There was no danger to the ship, so it is very doubtful whether the master was saved, for the men had not received information as to the end of the schooner and their own master.

After business of importance was over, Mr. B. Pleasence gave one of his good songs in masterly style. The same gentleman will render on next Tuesday night Mr. G. R. Sims's "Lifeboat." All members that are absent will be fined 2d. for each offence.

The secretary has received from Las Palmas a letter which we shall print next week.

GREEN'S HOME BRANCH.

Mr. A. B. Abbott was in the chair at the last meeting. He advised the men to combine together for their rights, viz., a fair day's pay for a fair day's work, as all other trades unionists had done and are still doing. As for our class, every one knew that we had long enough been working for a mere pittance.—Mr. Wilson, branch secretary, then addressed the meeting at some length on the advantages to be derived by men joining this Union. He hoped before long to see those advantages more clearly demonstrated in the daily papers; in fact, he believed before long that they would be able to demonstrate to all the seafaring class and the public at large that Jack will no longer be the unprotected individual he has hitherto been, especially the Jack who belongs to the Sailors and Firemen's Union. Therefore he earnestly requested the men present that night to bring as many men with them as possible, to enrol themselves under the Union banner without delay, in order to increase their ranks, position, and power, so that in the not far distant future they might be able to let those know who have had the opportunity to join, and would not do so the sooner feel our power. There was a man, Mr. —, proposed and seconded that he become a member of this branch. A debate then ensued as to the desirability of admitting him, he only wanting to become a privilege member, which was discussed at some length, when the secretary, Mr. Wilson, said he would not even enrol him if he paid his entrance fee, because he had been in London the same time as a member then present, and

the secretary had seen him almost daily since. Besides he could have had a privilege card long ago, if he had desired it. No, he did not want it then, because he thought this Union weak, but now that he had seen our strength in various ways, he would join us willingly for nothing if we would let him. After seeing this Union growing visibly before his eyes he would join us no doubt if he could. There are many more who would do likewise if they could. Now, brethren of this mighty Union, said Mr. Wilson, should we, having embraced this cause of right in its infancy, allow men to be enrolled free who would not even help us with their vote?—He was not enrolled. The entrance fees of Tower Hill Branch, Green's Home Branch, and Tidal Basin Branch are to be raised from 2s. 6d. to 5s. on the 1st day of July.

SUCCESS.

LIVERPOOL BRANCHES.

The *City of Chicago's* firemen were told to attend a meeting of the Union officials at Bootle in the evening after their release, at which Mr. Price presided. Mr. Wm. Nicholson did not approve of their action, but seeing that it was the first case that had occurred, and that the men were acting under a mistaken notion of duty, he considered it was the bounden duty of the Union to support the men. A resolution was then passed that the 30 men who turned out be allowed 10s. a week while on shore. Mr. Nicholson informed the men that in the future the Union would not assist any members who wilfully broke the articles of agreement and acted in a dishonourable manner. They must in the future, before signing articles, distinctly inform the shipping master that they would not sign if non-union men were allowed to form a portion of the crew. It was also resolved at the meeting that the three branch secretaries should be in readiness to wait upon the secretaries of the Shipowners' Association, after communicating with them and giving them notice of their intention. In accordance with this resolution, Mr. Nicholson wrote a letter to the secretaries of the Shipowners' Association, requesting them to lay before the association the necessity of taking into consideration the present rate of wages paid to the seamen and firemen of Liverpool. The letter also pointed out that in Glasgow and other ports the increased rate was being paid, and that the men of Liverpool considered they were also entitled to it. It also requested an early interview, or a circular would simply be sent containing the scale of wages demanded as soon as this had been obtained from Sunderland. For the purpose of maintaining a standard in accordance with the rules of the Union, it has been decided to appoint at least two delegates—one fireman and one sailor—on every Western Ocean steamer, who will keep a book to report the proceedings of the voyage and the misconduct or otherwise of the men. Shipowners are also invited to send to a branch of the Union the name of any man amongst their crew if he comes on board drunk or otherwise misbehaves himself.

So far as the large Western Ocean steamship companies are concerned, the Union appears to be confident that on making the demand for a reasonable advance in the existing pay of sailors and firemen little opposition will be encountered. Several of the principal companies have now intimated that they intend to ship none but Union men, the consequence being that on Saturday the Duke-street and Bootle branches of the Union were besieged with men anxious to join, so as to be able to sign on one or other of the mail steamers to the westward. Among these men were many who were a long way in arrear with subscriptions, having joined the Union and then backed out of it. Some of these had as much as 15s. and £1 to pay up before they could again join. Mr. Nicholson has received a reply from the secretaries of the Shipowners' Association stating that, as nearly all the members of that body are sailing shipowners, a deputation concerning the wages of firemen would be of little use. He has written to the Steamship Owners' Association, and at an early date the new scale of wages demanded will be submitted for consideration by the shipowners. Perhaps the most important of all the demands is for an advance in the wages of the sailing ship seamen, who for many years have sailed out of Liverpool at the pittance of £2 10s. per month.

On Saturday no fewer than 110 new members joined at Bootle, and on Monday another 100 were enrolled. The Anchor liner *City of Rome* and Allan steamship *Peruvian* are also carrying none but Union men. A letter has been received by the Union from the secretary of the Amalgamated Society of Engineer Machinists, re-

questing the secretary of the Union to forward him any evidence he could gather as to the illegal acts committed by some of their members in taking the places of Union men during the recent agitation, so that the delinquents might be punished and a repetition of the offence guarded against.

Writing on Wednesday, May 15, our Liverpool correspondent says that nearly 500 fresh members had joined the Union at Liverpool since Monday, while the South-end branch took £200 on Monday and Tuesday. So fast, indeed, are members flocking in that the work of enrolling them at Bootle and Duke-street takes all the time of the secretaries, for the leading shipowners are ordering that none but Union men shall serve in their vessels; which is very right on the owners' part, as passengers cannot be expected to risk their lives, nor shippers their goods, in craft "manned" by creatures who howl for their mothers when ordered aloft or turn seasick directly the ship rolls. The Union is now over 6,000 strong in Liverpool alone. At Bootle a very large number were enrolled on Tuesday, the secretary being engaged until 9 o'clock, when he was obliged to send away until Wednesday morning other would-be members who were waiting their turn. As stated above, Mr. Nicholson recently put himself into communication with the secretaries of the Liverpool Shipowners' Association. Their reply was to the effect that the matter was one more affecting the steamship owners than the shipowners. Mr. Nicholson accordingly wrote to the secretary of the Steamship Owners' Association, from whom he on Wednesday night received a reply, communicating the decision that the Association as a body could not deal with the wage question, but that it must be left to owners to act for themselves individually. Mr. Wilson, the general secretary, visits Liverpool on Saturday.

DEMONSTRATION AT GRIMSBY.

A demonstration was held on Monday evening, the members having previously marched in procession through the town, headed by a band of music, and displaying banners with suitable mottoes. There was a very large attendance of sailors, firemen, and fishermen. Mr. Councillor Nutt presided, and in opening the proceedings said that any encouragement which his presence now and assistance hereafter might be to them he should be only too happy to give it. (Hear, hear.) From the public position he now held, and had held for many years in this town, he considered it was a duty not only on his own part, but also on the part of others who were similarly circumstanced, to do in the future as he was doing to-day. (Cheers.) There was great necessity for the steps which had been taken in this country for the promotion of their interests, which was one of the major objects of the Union. It had been the aim of benevolent people for many centuries, but they could only do good in isolated instances; they could not confer the benefits which this Union was now seeking to do. (Hear, hear.) When other methods fail the men must combine and help themselves. And the way of arriving at the improved condition which they had in view was not by any local society that might be established within their own narrow limits, but it was only by a Union which should extend throughout the length and breadth of the land that they might obtain their most desirable aims. (Applause.) It was very little use as a rule making representations, however reasonable, unless there were some means of enforcing them; and it was impossible that individuals could of themselves put forward their claims with the same strength and certainty of success as when they knew—and the parties to whom they appealed knew—that there was a force behind that would assist them in the attainments of their objects. Arbitration and compromise were very useful methods of settling disputes, and where an unfair advantage was obtained either on one side or the other, that advantage would not tend to lasting prosperity. (Applause.) The Chairman then called upon Mr. Councillor Maddison, of Hull, to address the meeting.

Mr. Councillor Maddison referred to his close connection with trades unionism, and his distaste of the doctrine which taught "every man for himself." He contended that trades unionism was the most unselfish form of Christianity, and said he believed in men ruling their own affairs absolutely. (Hear, hear.) Turning to matters of organisation, he urged them to stick to their officers through thick and thin. He did not know a class which required the power which came from a combination of numbers more than the seafaring men of this country. (Applause.) They were peculiarly situated,

their calling necessarily isolated them, and they could very seldom gather together in large numbers. This indicated the absolute necessity for an extra amount of combination. Trades unionism had made itself manifest as the only real and true friend of the working class. Let Grimsby lead the van, and be one of the units that go to make up the whole. He agreed with the chairman as to long and patient argument, and he thought strikes should be the last resource. Where men made isolated attempts at strikes they almost invariably failed. But the Unions were anxious to try every means before resorting to this last attempt to enforce their legitimate demands. He concluded by urging them to follow the example of the other great trades unions, and not to be afraid of the terrorism which seemed to exist. The privileged classes had had their day—a good innings, a splendid harvest; it was now time for others to reap. (Applause.)

A cordial vote of thanks was unanimously accorded to Mr. Maddison (who had at this stage to leave the meeting) for his excellent address.

Mr. W. Young, the secretary of the Grimsby branch, reported that they had made very great progress during the three weeks the branch had been formed. That morning he had enrolled the hundred and fiftieth member—(applause)—and with the exception of 20 they were all full paying members. He noticed that Mr. Pollitt, the general manager of the M.S. and L. Railway Company, had stated that the company were obtaining a fair profit upon their steamships. That being so, he thought if the company had paid the same wage as now when they were doing badly, they ought at the present to be able to give the men a little higher wages. (Applause.) He pointed out how many advantages the Union offered to fishermen in the way of settling salvage disputes, giving shipwrecked grants, insurance, &c. He trusted they would all rally round, and join at once. (Cheers.)

Mr. Reid said it was with great pleasure he looked upon a Town Councillor taking the chair, because many of them were rather wary about coming amongst the working classes. (Applause.) Mr. Reid then referred to the miserably low wages which had been paid to seamen and firemen, and the manner in which they had been made the victims of crimps, runners, and boarding-house keepers, who made fortunes out of the hard-earned pittance of the seamen. He saw no reason why they should not help themselves, and this association since it started had put more than two millions sterling into the pockets of the men. It had improved the quality of provisions, and done many other things for the good of the men, the chief of which was the means of enforcing their demands in a *bona fide* manner. He trusted that the day was not far distant when they would refuse to sail with any men who did not embrace their doctrines. He could see no reason why a poor sailor's wife should have to resort to the washtub or the mangle in order to keep herself and her children in a respectable and decent fashion. It was not the case with the wives and children of the engineers and carpenters. It was chiefly on account of the foreign influx which tended to lower the price of labour in this country. He would now say a few words for the fishermen. Boys, he alleged, were sent here from the great towns and shipped as third hands. After a short time they passed on to other ports, and if they could not get work as fishermen they went as seamen and firemen. (Applause.) He then cited the case of two Berwick smacks, one of which, with an incompetent crew, went to the bottom, whilst the other, with proper men on board, rode by its side in safety. When vessels were manned with the refuse of the streets they would go to the bottom, and the charity box would have to be passed about. He spoke of the harm done by the monopoly of the large smackowners in Yarmouth. But there several of the small smackowners had joined the Sailors and Firemen's Union, and were preparing to compete with the larger monopoly. If the small smackowners of Grimsby could only do the same they would soon be in a much better position. He had nothing to say against the Grimsby Fishermen's Society; he wished it God-speed. But as long as they were isolated the men of other ports would work against them. This Union included fishermen because they were so closely allied with the sailors, as they could at any time go to sea when fishing was slack, and right good sailors they made. (Hear, hear.) They wanted something more than a sick benefit society, they wanted a trade protection society. Until the fishermen organised themselves and worked hand in hand with the Union, an antagonism would grow up between them. They were all seafaring men, and as such should amalgamate together. Wealth was increasing, but so was poverty,

because widows and orphans were being left day by day with no one to look after them but the people in the locality. If the Grimsby Trawl Fishermen's Society revised their rules and altered their tactics, they would find no better friends than the Sailors and Firemen's Union. (Applause.) He did not see why the third hands and deck hands should be left out, as by so doing it would be left open for them to take men's positions in times of dispute. He concluded by again urging unity of organisation. (Applause.)

The Chairman remarked there was nothing like self-help, and they must always have sufficient support behind them to carry their demands. The stronger they were and the more powerful to back up any task they might set themselves, the less need would there be for them to use it. (Applause.)

Short addresses were also given by Mr. Bristow and Mr. Longworth in defence of the Fishermen's Society, and by Mr. Tye in favour of the Union.

A unanimous show of hands was taken in favour of the Union, also the chairman, and for Mr. Reid.

SUNDERLAND BRANCH.

The above branch held its usual weekly meeting on Monday night, at 174, High-street East, Mr. Geo. Cathey in the chair, when 20 new members were enrolled. The secretary reported that the resolutions which had been forwarded to the Board of Trade had been acknowledged. There being no more business of importance the meeting adjourned.

SOUTH SHIELDS BRANCH.

A special meeting of this branch was held to pass resolutions, to send to the Board of Trade, similar to the resolutions passed and forwarded by other branches, and it was resolved to send petitions to Parliament, 300 names being signed. It was resolved that they be sent to Mr. Bradlaugh, M.P. for Northampton, as the M.P. for South Shields is a member of the Chamber of Shipping, and that body is hostile. It was carried unanimously that Mr. C. Bradlaugh be asked to take charge of the petitions, and this he has consented to do and to present them this week. This branch is still doing good work on the Tyne, and it wishes us Godspeed with SEAFARING.

BRISTOL BRANCH.

The ball set rolling here by the seamen of the port, in placing themselves in proper organised array to enforce their claims upon their employers, has been taken up by the gas stokers of the city, who have founded a Union to protect their interests. Nor has the good effect stopped here, for the Tramways Company, fearing a like movement on the part of their employes, have conceded them 12 hours as a full day's work, where previously they had to work from 14 to 18 hours daily. There has been very little shipping doing here lately. A large ship, the *Superior*, was up for signing on Saturday last, but failed to get any A.B.'s for the money offered—£3 7s. 6d.—to the westward. The captain went to Cardiff to engage a crew. But the men demanded back their discharges as soon as they were aware of the fact that the vessel was in Bristol, and that the Bristol men were sticking out for Union wages. Eventually he got some hard-ups from a crimping den, but up to report leaving they have not reached Bristol. At the weekly meeting of the branch a matter came on for discussion regarding a practice that exists in making the firemen who belong to the Royal Naval Reserve produce a private written testimonial from both captain and engineer in addition to their discharge certificate, before they can get their retainers paid. It was stigmatised by the speakers as a gross injustice that any engineer or captain should have it in his power, through spleen or private malice, to deprive any man of the remuneration awarded him for having placed his services at the disposal of his country. This grievance is the more keenly felt because no such restriction exists with regard to A.B.'s belonging to the R.N.R. drawing their retainers. It was generally felt that if this custom be not discontinued, it will be a tremendous instrument of injustice in the hands of masters, owners, engineers, or others in authority to oppress members of the Union who may be firemen in the Royal Naval Reserve.

DUBLIN BRANCH.

Mr. John Johnson was in the chair at the last meeting. Correspondence was read from Sir M. H. Beach, President of the Board of Trade; likewise from Sunderland, Hartlepool, Leith, and Glasgow. Letter from Sir M. H. Beach was directed to be entered on the minutes. The election of treasurer was then proceeded with. Mr. James Kearney proposed that Mr. John Johnson

be elected treasurer. This was seconded by Mr. W. McLaughlan and carried unanimously. Mr. John Byrne was proposed as chairman by Mr. Francis Roach. This was seconded by Christopher Langan and carried unanimously. Mr. Doyle was then elected on the committee in place of Mr. Byrne. It was reported that during the week 10 new members were admitted by the exertions of the secretary. It was also reported that the secretary, having heard that five scabs were on board the *Magnetic*, visited the ship a short time before sailing and talked the matter over with the men. He decided on drawing the Union men on shore, unless the scabs were removed or joined the Union. Four of them joined right off at once, but one refused to join; but when he saw the men about to go ashore and leave the boat to himself, he then consented. This was brought about by the secretary's cool and determined manner to have the Union men righted, the members of the meeting expressing their satisfaction at the action taken by the secretary. There was next a hearty discussion how best to promote the objects of the Union in future. The Chairman proposed a hearty vote of thanks to Mr. P. A. Tyrrell, secretary Amalgamated Engineers' Dublin Branch, for the aid he has given this branch and the way he has championed our cause, which was carried unanimously. It was reported that William Keogh, of ss. *Widerrington*, of North Shields; owners, W. H. Turner & Co., 12, Great St. Helens, London, E.C., had picked up ss. *Saxon Briton*, of Cardiff, disabled, and towed her into Malta. He laid the facts of the case before the society of the Dublin branch, who immediately wrote to the owners, and getting no answer placed the matter into the hands of a solicitor—Mr. W. C. Hamerton—who immediately got a reply, asking Keogh's discharges to be forwarded to London, when his claim would be settled. This is some of the fruits of unionism.—Mr. Dench, secretary to the Dublin branch, writes to us "Squeezee," who wrote the poem, "Ye Catte's Talle; or, ye Skippere's Sports," should not forget Mr. C. S. Parnell, our Irish champion of liberty, who was the means of getting flogging abolished."

WALLSEND BRANCH.

A mass meeting of sailors and firemen was held at Wallsend on Sunday morning. There was a good attendance. Mr. Stanley, general secretary of the Labourers' Association, was elected chairman, and in his opening remarks urged all present to join the National Sailors and Firemen's Union. Mr. Mansell said the reason they held that meeting on a Sunday was to give those whose work prevented them attending the previous meetings held in Wallsend a chance to attend and hear the benefits of the Union explained. He thought that seafaring men working ashore did not fully realise the benefits that would accrue to them by becoming members of this Union. He stated that it was the intention of the Union to have all seafaring men working ashore as labourers engaged as skilled labourers, and to get them a fair day's pay for their labour, for they all knew that employers preferred seafaring men as labourers, because they could employ them on work that unskilled labourers could not perform. (Hear, hear.)—The wages question was not the only one they had in view—they intended to improve the moral and social condition of seamen and labourers in general. (Hear, hear.) Mr. Mansell concluded by urging the men of Wallsend to stand shoulder to shoulder, and work hand in hand with the men that had already joined the Union, and form a successful branch in the Tyne mid-district. (Hear, hear.) Mr. Stanley said that Mr. Mansell had stated to them, in an able manner, the objects of the Union, and he believed he was right in saying the Union numbered 50,000 members, and its growth was astounding and astonishing all. (Hear, hear.) He would now call upon Mr. Clement to say a few words.—Mr. Clement, secretary of the South Shields branch, said he did not want to say much, but he must tell them that men working ashore were entitled to all protection (legal protection included). He also said the Union was in a position to prevent any but Union men from signing in ships, but the Union did not uphold men backing out of ships after they had signed articles with non-unionists. He also stated, for the benefit of other labourers, that the sailors and firemen would assist the Labourers' Association in their endeavours to break the bonds of slavery they suffered under. (Hear, hear.)—A cordial vote of thanks was accorded to Mr. Stanley for the manner in which he had conducted the meeting.—Mr. Stanley, replying, said that the best way to thank him would be by all joining the Union. He stated that the sailors' meeting-room in Wall-

send was in Swan-street, and meetings would be held every Monday evening at 7.30. About 20 men promised to join.

LEITH BRANCH

The Union, which within the short period of five months has developed into one of the most powerful and useful organisations of its kind, now has a membership of upwards of 65,000. It has branches in almost every port in the United Kingdom. The branch at the port of Leith, although it has only been established for a period of less than three months, has a membership of upwards of 1,000, and is daily increasing. The office is situated in the Old Trafalgar Hall, 54, Bernard-street, and is under the charge of Mr. Robert Smith, as secretary, and Mr. Gilbert Archer, as treasurer; while the legal requirements are attended to by Mr. W. J. Haig Scott, solicitor in the Supreme Courts of Scotland. It will thus be apparent that this branch is in every respect fully equipped.

Sailors and firemen need therefore have no hesitation in becoming members of the Union, as they can rest assured that their interests will be furthered and attended to.

Those who have watched the progress of recent events will not be surprised to learn that the Union has already been productive of great good in several instances in the port of Leith. Shortly after the branch was started a shipping company engaged in the carrying trade of the port, by attempting to enforce certain of the provisions of the Merchant Shipping Act against some of the men in their employment for offences of a trifling nature, which it is understood were formerly of frequent occurrence, and had been in use to be condoned and passed over, sought apparently to crush the Union. As well might an attempt have been made to arrest the flow of the tide. The men in question were defended in Court on the instructions of the Union, and although found to be guilty, were only condemned in modified penalties. Although the men in the instance referred to were defended, it has been made clear and distinct by the Union that in no case hereafter where it is manifest that the prosecution is brought about by the man's own fault will it interfere, nor will it on any account encourage any of its members to break the law as at present constituted. Rather will it seek to have that law altered, so as to bring it more into harmony with the requirements of the age and the dictates of humanity.

Besides being of use in the instances just referred to the Union has been the means of procuring for the men employed in three of the boats belonging to the company in question an increase of wages. This was effected by no unconstitutional means. No doubt at first, as was to be expected, some objection was offered, but the company was told in plain and unmistakable terms that it would have to comply with the demands of the men, which it was pointed out were only just and reasonable. The result was, as we have said, the inevitable was accepted. Shipowners need be under no apprehension in regard to the Union, as so long as they deal fairly and honestly with the men whom they employ the men will act fairly and honestly by them. While therefore the Union will improve the condition of the men it will be the medium of furnishing for the ships crews in whom the shipowners and masters can place the utmost reliance. In this way it is hoped that the Union will be productive of the greatest amount of good alike to employer and employed.

GREENOCK BRANCH.

The usual weekly meeting of this branch was held on Thursday night, 9th inst. After the usual routine business had been gone through, the secretary, Mr. E. Donnelly, reported 20 new members since the last meeting, and pointed out the necessity of old members paying up their contributions. He also pointed out that the Union was gaining strength every day, as on an average there were about 2,000 men joining weekly. He next reported that the men of the ss. *Foyle*, bound for Singapore, would not allow any but Union men to join at the tail of the bank, and also that one of the Union's very worst enemies in the shape of boarding-house keepers had sent for him and asked him to enrol members at the old rate, as she had now no chance to get them shipped. She could say with truth her occupation had gone. The secretary also said he had great pleasure in reporting that all the Union men were fully employed, either afloat or ashore. He also intimated that a further advance of entrance fees was intended soon, and he hoped that all seamen, firemen, cooks, stewards, and carpenters that had hung back would require to

pay for admission to the Union when the battle was over. He also gave an excellent report of the meeting held at Ardrossan, and stated that Mr. J. H. Wilson would be in Greenock in eight or 10 days, and hoped all the members would work hard and give him a grand reception when he came. A vote of thanks to the chairman closed the meeting.

NEWCASTLE-ON-TYNE BRANCH.

The usual weekly meeting of this branch was held at Lockhart's, Quay-side. The secretary read the minutes, which were unanimously adopted. The secretary also reported that there was now 350 members in the Newcastle branch, and he hoped soon to report 1,000. He also said the Newcastle men had come boldly to the front.—Mr. George Jackson severely criticised the conduct of new members as to their delay in not coming forward before. He said it was no use anyone in Newcastle saying they knew nothing about the Union, for every one knew it, and it was only compulsion that brought them there that night.—Mr. W. G. Jackson made a complaint about the leading fireman of the warship *Piedmont*. The secretary said that he was to be dealt with at the committee meeting of the branch he belonged to (North Shields).—A resolution was passed that the secretary send summonses to A. McKay and Wm. Scott to attend next meeting and apologise for their unruly behaviour at previous meeting.—A vote of thanks to chairman, T. H. Ramsell, concluded the meeting. The wages of this port are:—Steamer: Sailors, £4 5s.; firemen, £4 10s.; weekly wages, 32s. 6d. all round.

MONTROSE BRANCH.

The branch meeting opened on Monday night at 7.30, with a good attendance. It was unanimously resolved to forward three petitions to the President of the Board of Trade: (1) on Sailors Homes; (2) Representation of Seamen on Pilotage Boards; (3) the Advisability of Granting Licences to Secretaries of Branches of the Union to supply seamen, pursuant to clause 146 of Merchant Shipping Act, 1854.

SEAFARING DISASTERS.

Asiatic Prince (steamer), of Newcastle, London for River Plate, put into Dover Roads with slight damage to machinery; will repair and proceed.

Abana. As the *Abana* s, of Sunderland, was proceeding into Deptford Creek, her head caught ground, causing stern to go athwart the *Oriola* s, damaging former vessel's stern rails and steering gear.

Adria s, experienced heavy weather May 9 off Cape Sagres, and had 6ft. of starboard bulwarks stove in.

Aquatic. British brigantine, Brazils for Montreal, has gone ashore at Scarlarie; assistance sent from N. Sydney.

Aspasia. Telegram from Deal states: Crew of schooner *Aspasia*, of London, Shields for Guernsey, have been picked up at sea, and brought to Deal by *Perseverance*, ketch, of Cardiff, having lost sight of their vessel in a fog. They report the *Aspasia* at anchor (neighbourhood unknown), and the captain and a boy left alone on board.

America, ship, of Liverpool, Hamburg for Adelaide, stranded May 14, in East Bay, Dungeness, but was towed off by the *Challenger*, tug of London, and proceeded. Will put into Portland or Plymouth for survey.

Altmore. Lloyd's agent at Auckland telegraphs May 15: *Altmore*, four-masted ship, has been totally lost at Varva, Fiji, captain and part of crew landed at Levuka. First officer drowned. Boat with part of crew and passengers missing. The *Altmore* sailed from Sydney April 8 for San Francisco.

Baron Belhaven s, at Liverpool. A fire is reported to have broken out on board this steamer when at sea, and part of the cargo stated to have been jettisoned.

Benjamin Sewall, American ship, collided with ship *Sutlej*, doing some damage to her, and subsequently went ashore outside Camden Fort. Was towed off, and anchored.

Berlings. Telegram from Maaseluis states: British steamer *Berlings*, North Shields for Rotterdam; and *Fusi Yama*, Rotterdam for Antwerp, have been in collision; former vessel is slightly damaged; latter proceeded.

Brittany, see *Conqueror*.

Belle of Benin. Lloyd's agent at Calais telegraphs May 15: *Belle of Benin* has gone ashore at Sangatte, but will probably get off without assistance. *Belle of Benin* is an iron three-masted vessel, of Liverpool, and is laden with 2,000 cases of gin from Rotterdam.

Britannia. Telegram from Glasgow states: Steamer *Britannia* arrived at Glasgow, from Bilbao, reports having collided with Shieldhall Wharf, and damaged several of her plates and frames.

Crosshill. Lloyd's agent at Riga telegraphs May 15: *Crosshill* s, grounded on Domesness Reef, but got off.

Conqueror tug, at Southampton, with paddle-box injured, in collision outside Needles Saturday morning with *Brittany* s, Southampton for Jersey. Paddle-box of *Brittany* slightly damaged. Foggy at time.

City of Springfield, reported in last week's SEAFARING as ashore at Long Island, has got off, and towed into New York.

Chiltern, telegraph steamer, of London, bound down river, had steering gear carried away, causing her to ground on Hookness Point, Woolwich Reach.

Collingwood. Lloyd's agent at Oporto telegraphs May 15: *Collingwood*, British s, has been totally wrecked off Imposende; crew at Vienna.

Dorothea Marie, from St. Thomas for Hamburg, arrived at Falmouth May 13, leaky.

Emilie s, got ashore in leaving Ibrail, but got off after discharging part of cargo; no apparent damage.

Ella s, of London, off Cape Finisterre, on May 8, with boiler leaky. Repairs being done.

Ernest, see *Madrid*.

Foscilia. *Foscilia* s, put into Cadiz after collision, apparently most damaged below the water line. Stem smashed and plates injured. *Nordeap* s, with which she was in collision, has hull damaged below water line.

Four Brothers, barge, of Greenwich, been towed into Dover full of water.

Greyhound, three-masted schooner, of Liverpool, Rio Grande for St. Petersburg, has arrived at Dover in tow with loss of bowsprit, &c., through collision with steamer *Prometheus* off Dover; latter proceeded Amsterdam with slight damage.

Good Intent, barge, of Faversham, went athwart London Bridge; she was towed ashore at Penning's wharf, where she sank.

Glanrhaidal. Telegram from Sundswall states: British steamers *Glanrhaidal*, from Stettin (general), and *Pernambuco* are damaged by ice, latter slightly.

George Fox. On May 15, the *George Fox*, brig, of Sunderland, cargo coals, drifted athwart the *Thames Conservancy dredger No. 2*, and sank on the south shore at Halfway House Point.

Hahnemann, reported ashore on Red Island Reef, got off with assistance and put into Quebec.

Iona, British schooner, from Cardiff, at Figueira with loss of boats and bulwarks.

Isaac Reed, ship, for New York, stranded May 13, at Dunany Point, Clogherhead, near Drogheda, but came off without much damage.

Ionic s, has put back to Lyttelton (N.Z.) with crank shaft broken.

James. Lloyd's agent at Penzance telegraphs May 16: Strong southerly gale last evening; arrived, *James* (schooner), of Llanelli, from Cork for Penzance, and the *Surprise* (ketch), of Padstow for Exmouth, both with damage to bulwarks, and several trawlers and fishing boats with small damages.

Knut Alfsson, in collision with *Vertumnus*, which see.

Madrid s, of Hull, from London to Newport, with general goods, 6 miles off Start Point, in collision with *Ernest* (fishing smack), of Brixham, injuring her port quarter; no damage to *Madrid*.

Merannio, British (steamer) has put into Libau leaky, having been in contact with ice.

Nina, in Calais Harbour, received damage to two plates and a frame on port quarter through collision with a steam dredger.

Nar. Telegram from Ballintoy states: *Nar* s, which grounded off Ballintoy, May 11th, has been floated and beached in Ballintoy harbour, after having jettisoned about 200 tons of coal. She is still making much water.

Otto. Telegram from Bangor states that the flat *W. Alice*, from Runcorn, picked up a small boat with name *Otto* on both bows.

Pow Fawcus, dismasted, waterlogged, and abandoned, was towed into Tyne by *St. George Elliott*, tug, and moored at Cobble Dene Buoy, North Shields. She was picked up about 25 miles off the Longstone.

Progress, steamer, of Penzance, while lying at Melina Mills, Cowes, loading cement, has broken her shaft.

Pechili s, reported ashore at Shanghai, has got off and proceeded.

Prometheus, see *Greyhound*.

Port Phillip. Lloyd's agent at Souabaya telegraphs May 15th: *Port Phillip*, British s, from Passaroeang for Port Said, laden with sugar, has grounded at Meinderts Droogte.

Pernambuco, see *Glanrhaidal*.

Rimac. Lloyd's agent at Calcutta telegraphs May 9: *Rimac*, inward bound, and the *Ridge Light* vessel, have been in collision. Both vessels slightly damaged above deck.

Riverina, from Sydney, Melbourne, and Adelaide for London, arrived at Aden May 6. Cargo has been on fire, but fire soon extinguished. Fire arose from spontaneous combustion.

Ruby s, bound from Reval for Montrose and

Dundee, put into Dundee, received damage to rudder and port wheel chains and block tackles in Gulf of Finland.

Refugent s, of Sunderland, which left Cardiff May 3, put back to Penarth Roads with steam feed pipe burst.

Rockcliff, previously reported ashore at Port Tewfik, got off after discharging and jettisoning with assistance, and will proceed to Suez.

Retriever, steam lighter, from Memel to Montrose, sprung a leak off North Crail, and had to be run ashore at Fifeness. Crew landed at Crail. Vessel will probably be total wreck.

Royal Minstrel, British steamer, at Cronstadt, slightly damaged by ice.

Rheitol, schooner, laden with coals, stranded near Lydd, but was got off without assistance and proceeded on her voyage to Plymouth.

Royal Dane, Telegram from Flushing states: *Royal Dane*, British s, Antwerp for Newcastle, is ashore at Schardynkil.

South Cambria, British, put into Gibraltar May 11, with nut of circulating pump broken.

Stag s, of North Shields, New Orleans to Frederickshaven, while leaving harbour, went ashore on rocks at entrance of Stornoway Harbour, but floated and proceeded.

Ship. Scorpia s, of Grimsby, reports passing dismantled and water-logged ship 40 miles ENE Fern Islands.

St. Jean, sloop, of and for Lannion, from Cardiff, foundered May 11 off Godrevy during a gale. Crew picked up and landed at Dover by *Heimdal* s.

Surprise, see *James*.

Tenby Castle. Lloyd's agent at Valparaiso cables: *Tenby Castle* has been slightly damaged by collision with *Chittagong*. The same cablegram reports that very bad weather prevails at Valparaiso.

Tregenna, British steamer, Ismail for Gibraltar for orders, is aground at Galata Point, near Gallipoli (Turkey).

Thornhill. A telegram from Pera, dated May 15th, reports: *Thornhill* s, from the Danube with planks, got ashore on the Euxine, but refloated unassisted, after jettisoning deckload. About 150 tons will be surveyed.

Vertumnus. *Knut Alfsson*, from Rio Hache for the Channel, put into Kingston, Jamaica, leaking badly, damaged by collision with the *Vertumnus*, British steamer, off Crooked Island.

Wakefield put into Singapore after being ashore. Must dock.

Wandle, British steamer, from Monte Video for Dunkirk, has arrived at St. Vincent (C.V.) with machinery out of order.

SHIPS SPOKEN.

Achilles, for Melbourne, April 2, 11 S, 31 W, reported from Liverpool.

Alexandra, of Liverpool, homeward bound, May 6, 48 N, 15 W, by the Fifth of Clyde, at Falmouth.

Atalanta (brig), of Caernarvon, steering south, April 3, 8 S, 3 W, by the Jessie Readman, in the Thames.

Alliance, Hull to River Plate, April 21, 46 N, 8 W (not 3 W, as before reported), by the Flavian s, at Liverpool.

Austria (British barque), New York to Batavia, April 18, 18 N, 30 W, by the Endeavour s, at New York.

Annot Lyle, for Quebec, May 5, 400 miles west of Fastnet, reported from Liverpool.

Argyleshire, for Channel, April 1, 21 S, 22 W, reported from Liverpool.

Agencia (schooner) of Inverness, Rio Janeiro to Falmouth 50 days, April 28, 38 N, 31 W, by the Clan Buchanan, at Falmouth.

Athlon (British ship), London to New York, April 20, 41 N, 65 W, by City of Chester s, at New York.

WPVB Annie Fletcher (barque), of Liverpool, steering south, April 20, 7 S, 33 W, by the Buenos Aires s, at Lisbon.

Abeona, for Falmouth, March 28, 23 S, 25 W, reported from Liverpool.

Anglesey, from Liverpool, steering south, April 7, 3 S, 26 W, by the Scottish Lassie, at Falmouth.

Advance (British brig), New York to Rosario, March 27, 3 S, 31 W, by the Wakefield, at New York.

Bodryddan, March 8, 56 S, 57 W, by the Lady Parkyn, at Queenstown.

Benguela, Pensacola to Tyne, April 21, 37 N, 67 W, reported from New York.

Brenda (ship), April 2, 12 S, 29 W, by the Waitangi, in the river.

Belt (barque), St. John N.B., to London, March 24, 43 N, 54 W, by the Ludgate Hill s, at New York.

Berkeley Castle (barque), steering west, May 5, 46 N, 20 W, by the Poonah, at Queenstown.

KJQM Bidston Hill (four-masted ship), Valparaiso to Hamburg, March 26, 25 S, 30 W, by the Ballumbie, at Falmouth.

Bebington for Channel, April 3, 20 S, 29 W, reported from Liverpool.

Blanche Louise, April 24, 32 N, 37 W, last two by the Candavia, at Falmouth.

Carnarvonshire (ship), of Liverpool, bound north, April 24, 3 N, 30 W, by the Leibnitz s, at Southampton.

City of Glasgow, Sourabaya to Falmouth, April 23, 35 N, 38 W, by the John R. Worcester, off the Start.

Craig Whinnie, for Valparaiso, April 1, 13 S, 30 W, by telegraph from Liverpool.

County of Dumfries, outward bound, May 13, 30 miles SE of Scilly, by Falmouth (tug), at Falmouth.

Carnarvon Castle (barque), Pisagua to Falmouth 80 days, April 23, 30 N, 40 W, by the Clan Buchanan, at Falmouth.

Consuelo, of St. John, May 6, 47 N, 37 W, reported from Liverpool.

County of Forfar, of Glasgow, April 24, 15 N, 26 W, by the Austrian s, in the Clyde.

Coromandel, for London, April 27, 38 N, 34 W, reported from Liverpool.

Cape Verde, of Greenock, bound south, all well, April 18, 15 S, 35 W, by the Rubens s, at Hamburg.

Cardigan Castle, steering south, April 6, 5 S, 28 W, by the Seiriol Wyn, at Falmouth.

Crown of England, bound south, all well, April 21, 7 S, 31 W, by the Canadian s, at Glasgow.

Celtic Monarch, for Melbourne, May 8, 46 N, 10 W, recorded from Liverpool.

Chrysolite s, of Hull, steering SW, all well, May 11, 47 N, 6 W, by the Tagus s, at Southampton.

Charlotte, of Liverpool, all well, May 4, 49 N, 6 W, by the Beatrix schooner yacht, from Kingston (Ja.), at Cowes.

Copernicus, for Valparaiso, May 1, 29 N, 18 W, reported from Liverpool.

Cutty Sark, for Sydney, May 8, off the Lizard, by the Elise Both, at Falmouth.

Chalgrove, Cardiff to Bahia, May 11, 49 N, 10 W, by a vessel at Falmouth.

Dabulamanzi s, bound north, April 28, 7 S, 4 E, by the Hawarden Castle, at Plymouth.

Dunolly (ship), outward bound, May 13, 30 miles SE of Scilly, by Falmouth tug, at Falmouth.

Doxford, from Astoria, March 27, 26 S, 22 W, reported from Liverpool.

Dagny, for Ship Island, May 4, 48 N, 18 W, reported from Liverpool.

Diligentia, for Paranagua, May 6, 46 N, 10 W, reported from Liverpool.

Desdemona, for Mauritius, April 11, 45 N, 9 W, reported by telegraph from Liverpool.

Dumfriesshire, London to Sydney 37 days, March 3, 19 S, 27 W, by a vessel at Falmouth.

Eriminta (barque), May 3, 42 N, 28 W, reported by telegraph from Liverpool.

Ellen Greaves (brig), of Caernarvon, steering WSW, May 10, 48 N, 7 W, by the Sharon s, at Cardiff.

Erato, March 26, 27 S, 28 W, by the Samarcand, at Queenstown.

Edward Percy (barque), March 7, 56 S, 71 W, by the Southesk at Falmouth.

Emma, of Portland (Me.), April 19, 26 S, 43 W, reported by telegraph from Liverpool.

Ellen (three-masted brigantine), steering south, April 8, 1 S, 27 W, by the Poonah, at Queenstown.

Elvira Andresson (? Elvira Ardison), for Liverpool, May 6, by the City of Glasgow, at Queenstown.

Eider s, Southampton to New York, May 2, off Land's End (not April 2, as before reported), by the Saale s, at Southampton.

Earl of Dalhousie, for Sydney, March 31, 15 S, 10 W, reported from Liverpool.

Elwy, Pisagua to Channel, April 2, 16 S, 28 W, by the Maude, at Falmouth.

Foxglove, for Bombay, March 20, 0 N, 23 W, reported from Liverpool.

Fort George, London to Melbourne, April 14, 1 S, 35 W (not as before reported), by the Hipparchus s, at New York.

Ghazee s, of Rochester, 49 N, 7 W, by the Southesk, at Falmouth.

Garth Castle s, steering south, May 12, 43 N, 9 W, by the Hawarden Castle, at Plymouth.

Governor Ames, Portland to Buenos Ayres, May 1, 200 miles east of Boston Light—reported from New York.

Gainsbro, for London, April 16, 13 N, 37 W, reported from Liverpool.

Genista, Philadelphia to Calcutta, March 31, 18 S, 27 W, by the Maude, at Falmouth.

Glandinorwig, 15 miles WSW off Portland, all well, by the Granully s, at Cardiff.

Garfield, of Glasgow, May 8, 40 N, 13 W, reported from Liverpool.

Gavelock, for Channel, April 13, 7 N, 31 W, reported from Liverpool.

Gertrude, Lobos Island to Falmouth 64 days, March 31, 20 S, 26 W, by the Seiriol Wyn, at Falmouth.

Gretna (ship), steering SW, May 6, 49 N, 9 W, by the Loch Ness, in the river.

Harriet Hickman, bound west, May 5, 49 N, 13 W, by the Matador, at Falmouth.

Helen Scott, Pisagua to Falmouth, April 26, 38 N, 35 W, by the Maude, at Falmouth.

Highland Glen (barque), Jarva to Greenock 68 days, 35 S, 29 E, by the Harland, at Dundee.

Heart, Iquique to Hamburg, March 28, 22 S, 28 W, by the Samarkand, at Queenstown.

Horizon, April 14, 7 N, 25 W, by the Candida, at Falmouth.

Haabet (barque), outward bound, May 3, 43 N, 24 W, by the Reform at Falmouth.

Inch Green (barque), Iquique to Plymouth, March 6, 56 S, 69 W, by the J. R. Worcester, off the Start.

Isle of Bute, for Channel, April 22, 30 N, 41 W, reported from Liverpool.

India, for Liverpool, April 1, 21 S, 22 W, reported from Liverpool.

Isle of Anglesea, Pisagua to United Kingdom, March 28, 24 S, 27 W, by the Maude, at Falmouth.

Ione, of Swansea, May 4, eight miles WSW of the Owers, by the Denmark s, at London.

Iolanthe, for Melbourne, April 12, 5 N, 25 W, reported from Liverpool.

Jamaica (British barque), Glasgow to Honolulu 65 days, Jan 28, by the Palawan at Valparaiso.

James Wishart, for Swansea, April 9, 1 N, 23 W, reported from Liverpool.

Jason (ship), of Greenock, May 4, 42 N, 10 W, all well, by the Etta s, in the river.

J. T. North, Queenstown to Dunkirk, May 7, off Start Point, reported from Fecamp.

John C. Munro, from West Coast of South America, for orders, 28 days, March 1, 56 S, 65 W, by the Gaerloch, at Falmouth.

JGLM, Benguela (barque), Pensacola to Newcastle, May 11, 49 N, 12 W, by the Rugia s, at Plymouth.

JQMK, Ferris S. Thompson, of New York, April 23, 23 N, 38 W, by the Helen Scott, at Falmouth.

JBWL, Itata, British (barque), Cardiff to Callao, all well, April 10, 1 N, 27 W, by the Matador, at Falmouth.

Loch Ranza (barque), standing to westward, all well, May 8, 49 N, 11 W, by the Rangitiki, in the river.

LCFJ Glaucus (four-masted ship), of Greenock, steering south, April 25, 11 N, 27 W, by the Buenos Aires s, Lowe, at Lisbon.

Nova Scotia, for Liverpool, May 6, 41 N, 58 W, reported from Liverpool.

Port George, London to Melbourne, April 14, lat. 8 S, long. 35, by the Hipparchus s, at New York.

PLIN Glynwood (English barquentine), Gulf of Florida to Chester, all well, May 2, 41 N, 35 W, by the Freheden, at Cardiff.

Jane Porter (barque), Iquique to Falmouth, April 22, 35 N, 39 W, by the Helen Denny, in the river.

Jane Porter (barque), of Belfast, Iquique to Falmouth 120 days, April 23, 36 N, 37 W, by the Eldra, in the Thames.

WBQC James Martin (English barque), steering south, April 17, 3 S, 31 W, by the Ceara s, Gottsche, at Lisbon.

James Royce, jun. (schooner), Portland to Rosario, April 18, 18 N, 29 W, by the Endeavour s, at New York.

Khyber (ship), Liverpool to Calcutta 40 days, April 4, 19 S, 28 W, by the Clan Buchanan, at Falmouth.

Kinross, bound south, March 22, 3 S, 29 W, by the Helen Scott, at Falmouth.

Kaikoura s, for New Zealand, steering south, May 6, 43 N, 11 W, all well, by the Canadian s, at Dunkirk.

Raffael, for Algiers, May 1, 38 N, 51 W, reported from Liverpool.

RQSD, Dit-on (schooner), of New Carlisle, steering west, all well, May 2, 46 N, 24 W, by the Waipa, in the river.

RDF, Sumatra (British barque), London to Brisbane, all well, March 24, 38 S, long. 16, by the Eidavold, at Durban.

Stella, for Port Royal, March 13, on the Line, 43 W, reported from Liverpool.

St. Mary (barque), of New York, to Buenos Ayres 27 days, 1 S, 29 W, by the Hera, off Scilly.

Stannmore, for Falmouth, March 18, 40 S, 36 W, reported from Liverpool.

Talisman, for Falmouth, March 28, 23 S, 25 W, reported from Liverpool.

TBRH Helenslea (barque), of Dundee, Copiapo to Swansea 43 days, March 28, 23 S, 26 W, by the Hampshire, in the Thames.

VHDJ, Seaforth (British barque), "bound east," May 11, 49 N, 13 W, by the Rugia s, at Plymouth.

WTSR Glandinorwig (British barque), steering eastward, May 9, near the Isle of Wight, by the P. Caland s, at Amsterdam.

WSDF Gadelock, May 9, 49 N, 9 W, by the Orinoco s, at Plymouth.

Loweswater, New Zealand to London, April 4, 11 S, 27 W, by Lady Parkyn, at Queenstown.

Lythemore (brigantine), of Lilanely, for Trinidad, all well, April 20, off Boca de Navios, Trinidad, by the Lame s, at Havre.

Lady Penrhyn (barque), Iquique to Falmouth, April 9, on the Line, 27 W, by the Scottish Hero, at Queenstown.

Lady Dufferin, of St. John's, April 21, 34 S, 50 W, by the Arava s, at Plymouth.

Lady Nairn, of Charlottetown (P.E.I.), all well, bound south, April 22, 4 S, 29 W, by the Canadian s, at Glasgow.

Louise (barque), steering NE, April 23, lat. 33, long. 37, by the Glendevon s, at New York.

Loch Tay, bound south, May 5, 46 N, 12 W, by the Elise Both, at Falmouth.

Loch Ness (ship), New Zealand to London, May 9, off Portland, by the Guiding Star lugger, at Portland.

Lochnagar, for London, April 18, 20 N, 38 W, reported from Liverpool.

Llewellyn, of and for Swansea, May 7, 49 N, 12 W, by the Thetis, at Falmouth.

Llewellyn J. Morse, San Francisco to Queenstown, March 27, 5 N, 111 W, reported from New York.

Latimer, of and from London to San Francisco 23

days, all well, April 8, 1 S, 27 W, by the Lurline, from Lyttelton (N.Z.), in the river.

Lufra (barque), Hobart Town to London, all well, April 30, 2 N, 30 W, by the Tagus s, at Southampton.

Mikado, for New York, Feb. 26, 38 S, 125 W, reported from Liverpool.

VNPT Mount Vernon (English barque), steering south, April 16, 7 S, 33 W, by the Ceara s, at Lisbon.

Myloene, Liverpool to Calcutta, April 10, 3 N, 26 W.

Marmion (barque), Pisagua to Falmouth, March 17, 38 S, 26 W—last two by the J. R. Worcester, off the Start.

Macquaire (ship), Sydney to London, March 2, 35 S, 126 E, by the Ballarat s, at Melbourne.

Marlborough Hill (four-masted ship), of Liverpool, for Melbourne, steering south, May 2, 30 N, 18 W, all well, by the Canadian s, at Dunkirk.

M. and E. Cox, Cardiff to Buenos Ayres, April 8, on the Line, long 27, by the Firth of Stronsa, at Queenstown.

Mary Jane, of Memel, May 7, 48 N, 8 W, by the Elise Both, at Falmouth.

Norham Castle s, steering south, May 5, 12 N, 8 E, by the Hawarden Castle, at Plymouth.

Nellie S (barquentine), steering south, April 9, 1 S, 27 W, wanting surgical assistance, by the Clan Buchanan, at Falmouth.

WDDL (? British ship Orchomene), Cardiff to Mauritius 29 days, April 8, 1 S, 26 W, by the Gertrude, at Falmouth.

Orion, for Copenhagen, May 6, 50 N, 28 W, reported from Liverpool.

Port Jackson, for London, April 21, on the Line, 30 W, reported by telegraph from Liverpool.

KBQJ Petrel (English barque), May 3, 48 N, 12 W, by the Celia s, Leewards, at Hamburg.

Philomene, of Liverpool, May 5, 32 N, 17 W, all well, by the Durban s, at Southampton.

QPLM English four-masted ship [these are the letters of the four-masted ship Port Jackson], steering north, April 22, 1 N, 30 W, by the Buenos Aires s, at Lisbon.

Pomah, for Falmouth, April 8, 1 S, 29 W, by the Seiriol Wyn, at Falmouth.

Queen of England, steering west, May 6, 48 N, 13 W, by the Scottish Lassie, at Falmouth.

Royal Alice (barque), Liverpool to Honolulu 64 days, March 19, 56 S, 65 W, by the Clan Buchanan, at Falmouth.

RFGW Ryevale (English barque), Newcastle to Valparaiso, March 14, 14 S, 32 W, by the Willem Christiaan, at Falmouth.

Ralph B. Peake (barque), Boston to Buenos Ayres, March 23, 2 S, long. 28, by the Dawpool, at New York.

Stracathro, Caleta Buena to Falmouth, April 4, 12 S, 27 W, by the Scottish Lassie, at Falmouth.

Sea King (ship), of Richmond (Me.), steering south, all well, by the Hampshire, in the river.

Southesk, from Iquique 64 days, April 5, 10 S, 29 W, by the Gaerloch, at Falmouth.

Shandon, Hamburg to Calcutta, all well, April 6, 5 S, 29 W, by the Ballumbie, at Falmouth.

RSGN (? British barque Scottish Admiral), Iquique to Falmouth, May 8, 49 N, 13 W, by the Gertrude, at Falmouth.

A National Line steamer, bound east, May 7, 50 N, 22 W, by the Trave s, at Southampton.

A Bristol City Line steamer, bound east, April 28, 140 miles east of Sandy Hook, by the St. Romans s, at New York.

St. Margaret (ship), of Glasgow, London to Port Adelaide, April 6, 5 S, 29 W, by the Oneida, in the Thames.

Sterion, for London, April 29, 44 N, 30 W, reported from Liverpool.

Sarmatian s (supposed), Glasgow to Montreal, May 10, off Inistrahull, by the Corean, at Glasgow.

A State Line steamer, bound east, May 2, lat. 40, long. 72, by the Gallia s, at New York.

A Red Star Line steamer, May 11, 50 N, 15 W, by the Fulda s, at Southampton.

PNTB Shakespeare, of Liverpool, steering south, all well, April 7, 2 N, 24 W, by the Wiltshire, Balfour, from Chittagong, in the river.

A Clyde steamer, bound south, shewing red signals, April 29, 27 N, 74 W, by the Newport s, at New York.

A Cunard Line steamer, bound east, April 27, 42 N, 54 W, by the City of Chester, at New York.

A White Star Line steamer, bound east, April 29, 46 N, 39 W, by the Lahn s, at New York.

A Wilson Line steamer, bound west, April 26, 43 N, 42 W, by the City of Chester s, at New York.

A Guion steamer, bound east, May 1, 533 miles E of Sandy Hook, by the Belgenland s, at New York.

Samarkand (barque), Astoria to Cork 125 days, April 27, 38 N, 33 W.

A Red Star Line steamer, bound east, May 2, lat. 41, long. 68, by the Gallia s, at New York.

Supreme, for Buenos Ayres, April 4, on the Line, 26 W, reported from Liverpool.

Sieve Donard (ship), steering south, April 9, 1 S, 26 W, by the Loch Ness, in the Thames.

Thomas Bell, of Liverpool, April 27, 41 N, 11 W, by the Coot s, in the Thames.

Thunderbolt, March 20, 41 S, 35 W, by the Samar-kand, at Queenstown.

T. F. Oakes (ship), Plymouth to New York, May 1, lat. 41, long. 62, by the Gallia s, at New York.

Thalatta, for San Francisco, April 17, 1 S, 29 W, reported by telegraph from Liverpool.

T. W. Dunn, of Thomaston, April 24, 21 N, 28 W, reported from Liverpool.

William C. Mitchell (British steamer), St. Jago to Philadelphia, April 27, lat. 20, long. 74, by the Edith Godden s, at New York.

Waimate (ship), of Lyttelton, all well, May 8, 48 N, 9 W, by the Castlemaine s, at Queens-town.

Wildwood, San Francisco to Bristol Bay, April 19, 36 N, 129 W, reported from New York.

Willie, New York to London, April 27, 40 N, 72 W; reported from New York.

Wodan s, towing a steam dredger and three sand barges, May 11, 49 N, 4 W, by the Friedrich Krupp s, at Rotterdam.

QMVJ Yarkand, of Liverpool, bound south, all well, April 2, 14 S, 30 W, by the Ferdinand, at Falmouth.

HOMEWARD BOUND SHIPS.

The following ships have been reported as homeward bound since our last issue:—

Arabia s, left Acra April 26—for Liverpool

left Madeira May 10

Aston Hall s, left Bombay May 1—for Liverpool

left Suez May 14

Adriatic s, left New York May 8—for Liverpool

Americans, left New Orleans May 14—for Liverpool

Alaska s, left New York May 14—for Liverpool

Aorangi s, left Wellington April 18—for London

left Rio Janeiro May 12

Aberlady Bay s, left Port Royal May 9—for London

Adele Accame, left Singapore — for London

passed Anjer March 26

Armillan, Mitchell, clrd at San Francisco May 11—for Queenstown

Angelita, left Monte Video April 11—for Falmouth

Antrim, Martin, left San Francisco May 9—for Channel

Alba, Ventura, left Paysandu April 2—for England

Amicus, Harper, left Ensenada April 17—for U Kingdom via Jamaica

Ailsa, M'Farlane, clrd at Pensacola April 29—for Ayr

Amethyst s, clrd at Galveston April 27—for Newcastle

Andes s, left St John, NB, May 3—for Belfast

Amicitia, Hotstad, left Rio Janeiro April 22—for Cardiff

Agra Abell, left Monte Video April 11—for Fleetwood

Bavarian s, left Boston May 8—for Liverpool

Britannia s, left Melbourne April 5—for London

left Gibraltar May 14

Bertie s, left Coconada April 22—for London

left Aden May 11

Bokhara s, left Bombay April 30—for London

left Suez May 11

Beatrice s, left Rangoon May 3—for London

Bellerophon s, left Shanghai — for London

left Perim May 11

Burnley s, left Barbadoes May 14—for London

Boadicea, Daniel, left Bassein May 4—for Channel

Clan Sinclair s, left Bombay May 2—for Liverpool

left Suez May 15

Chenistons, left St. John, NB, May 8—for Liverpool

left Sidney, CB, May 11

City of Berlin s, left New York May 8—for Liverpool

City of Liverpool, M'Carthy, clrd at Pascagoula April 27—for Liverpool

Catalonia s, left Boston May 11—for Liverpool

Chittagong s, left Rangoon April 16—for Liverpool

left Gibraltar May 15

Clan Macgregor s, left Bombay April 13—for London

left Colombo May 10

Clan MacArthur s, left Calcutta April 17—for London

left Malta May 13

Clan Macpherson s, left Calcutta April 29—for London

left Perim May 14

City of Cambridge s, left Calcutta May 2—for London

left Colombo May 8

Clan Ranald s, left Madras May 3—for London

left Colombo May 10

Chusan s, left Calcutta — for London

left Colombo May 9

Culdoon, Branscombe, left St. John, NB, April 17—for London

Chippewa, left Pensacola April 29—for London

Cyclops s, left Shanghai — for London

left Perim May 9

Charwood, Hiseocks, left Iquique March 6—for Falmouth

Ceredig, left Monte Video April 12—for Falmouth

Circassia s, left New York May 11—for Glasgow

Concordia s, left Montreal May 9—for Glasgow

Crystal s, left New York May 4—for Leith

Ceredig, Evans, left Frey Bentes April 1—for Channel

Chicago s, left Bombay — for Hull

left Gibraltar May 9

Colorado s, left New York May 8—for Hull

Concordia, Jensen, clrd at Halifax April 27—for Irvine

Capella, Thorsen, clrd at Pascagoula May 1—for Tyne

Delambre s, left Bahia — for Liverpool

left St Vincent May 9

Dacca s, left Brisbane April 16—for London

left Colombo May 14

Dabulamanzi s, left Natal April 18—for London

left Tenerife May 13

Dunbar Castle s, left Cape Town April 25—for London

left Las Palmas May 14

Dorunda s, left Calcutta April 30—for London

left Colombo May 9

Damara s, left Halifax May 10—for London

Drumcragh, Bailey, left Calcutta April 20—for London

Durham City s, left Boston May 11—for London

Dracona s, left Montreal May 9—for Avonmouth

left Sydney, CB, May 13

Electrician s, left Calcutta — for Liverpool

left Gibraltar May 14

Euclid s, left Pernambuco May 4—for Liverpool

left St Vincent May 12

England s, left New York May 10—for Liverpool

Elvaston s, left Baltimore May 11—for Liverpool

Eldorado s, left Barbadoes May 8—for London

Echuca s, left Adelaide May 9—for London

Ernest, Below, left Savannah-la-Mar April 17—for Falmouth

Edith Maud, Thomas, clrd at Rio Grande April 13—for Falmouth

Eskasoni, Burchill, left Rangoon May 9—for Channel

Flintshire s, left Nagasaki April 2—for London

left Gibraltar May 13

Florence s, left Cape Town May 8—for London

Fylla, left Monte Video April 8—for Falmouth

Gulf of St. Vincent s, left Callao Feb 28—for Liverpool

left Tenerife May 9

Gallia s, left New York May 8—for Liverpool

Gallego s, left Pensacola May 12—for Liverpool

Greenock, Johnsen, left Pensacola April 29—for Liverpool

Ganges s, left Shanghai — for London

left Suez May 13

Grantully Castle s, left Cape Town May 8—for London

Genoa, left Savannah April 29—for London

Goorkha s, left Calcutta May 13—for London

Greystoke Castle, Clemence, left San Francisco May 9—for Queenstown

Greenock, left Pensacola April 29—for United Kingdom

Golden Sunset, Shillabeer, clrd at Talcahuano March 23—for England

Golden Gate, Collins, left Lobos de Afuera March 27—for Channel

Gwendoline, Matthews, left Demerara April 16—for Bristol

Hipparchus s, left New York May 10—for London

Hector s, left Yokohama — for London

left Perim May 11

Holland s, left New York May 12—for London

Henry Amundsen, clrd at St John, NB, May 2—for Fleetwood

Hilda, Tonnesen, left Brunswick April 29—for Goole

Isabel Browne, left Antofagasta May 2—for Channel

Inheritance, left Lucea April 13—for Goole

Jerome s, left Ceara May 9—for Liverpool

Johanna, Vanselow, clrd at Darien April 16—for Yarmouth

Kirby Hall s, left Bombay April 15—for Liverpool

left Gibraltar May 10

Katahdin, Thompson, clrd at Singapore Feb 16—for London

left Penang April 8

Kerbela s, left Kurrachee April 16—for London

left Lisbon May 14

Locksley Hall s, left Kurrachee April 28—for Liverpool

left Suez May 9

Lennie, Munro, left St. John, NB, April 23—for Liverpool

Latona, left Mobile May 11—for Liverpool

Lago s, left Sierra Leone May 13—for Liverpool

Lamington s, left Manila April 10—for Liverpool

Loch Carron, Clark, left Calcutta May 11—for London

Lady Armstrong s, left Rangoon May 11—for London

Louis, Freericks, left Paramaribo April 5—for Falmouth

Lucy Marsh, Griffiths, left Frey Bentes April 3—for Channel

Lord Londonderry s, left Baltimore, May 10—for Belfast

La Bella, Clausen, clrd at Halifax April 24—for Conway

Methley Hall s, left Bombay April 23—for Liverpool

left Suez May 10

Manauense s, left Para May 2—for Liverpool

via Havre left Lisbon May 14

Mariner s, left Port Eads April 23—for Liverpool

Martaban s, left Rangoon May 11—for London

Missouri s, left Baltimore May 3—for London

Mercator, White, left Rio Hache — for Falmouth

Madra O, Marini, left Santa Fe April 1—for Falmouth

Micronesia, Greig, left San Francisco May 9—for Hull

Moor s, left Cape Town May 1—for Southampton

left Madeira May 15

Navarro s, left New Orleans, May 9—for Liverpool

Nevada s, left New York May 11—for Liverpool

Nepaul s, left Calcutta — for London

left Marseilles May 14

Niceto s, left Norfolk May 11—for Liverpool

Nova Scotia s, left Baltimore May 11—for Liverpool

Norseman s, left Boston May 14—for Liverpool

Norden, Nielsen, left Halifax May 4—for Liverpool

Nestor s, Thompson, left Penang April 15—for London

Nestorian s, left Quebec May 11—for Glasgow

Nordenskjold, left Salt River April 1—for Bowling

Nicosian s, left Bull River May 6—for Newport

Ossian s, left Kurrachee April 19—for Liverpool

left Malta May 10

Oregon s, left Quebec May 9—for Liverpool

Ormuze s, left Adelaide April 15—for London

left Suez May 11

Orient s, left Adelaide May 13—for London

Okeia, left Iquique March 13—for Falmouth

Ocean, left Monte Video April 9—for Cardiff

Pedro s, left Norfolk May 11—for Liverpool

Pelican s, left Calcutta April 13—for London

left Malta May 14

Pembroke Castle s, left Capetown May 9—for London

Progress, left Savannah May 2—for London

Percy, Nicholls, left Rio Grande April 8—for Falmouth

Peruvian, M'Kinnon, left Pisagua April — for Channel.

Petropolis, left Milk River April 5—for Goole

Para s, left Barbadoes May 14—for Southampton

Pine Branch s, left Baltimore May 9—for Tralee

Patriot Queen, Heyburn, clrd at Darien May 3—for Trzon

Presidente, clrd at Pensacola May 2—for Tyne

Quetta s, left Brisbane May 14—for London

Roma, left Pensacola May 2—for Liverpool

Riverina s, left Melbourne April 1—for London

left Suez May 15

Rialto s, left New York May 14—for London

Runer, Langfeldt, clrd at Trinidad April 23—for Queens-town

Raven, left Laguna April 28—for Channel

Septima s, left Manila April 12—for Liverpool

left Aden May 11

Spenser s, left River Plate May 1—for Liverpool

left Rio Janeiro May 10

St Romans s, left New York May 9—for Liverpool

Scotia, left New York April 28—for Liverpool

Scholar s, left Pensacola April 29—for Liverpool

Sella, Nisbet, left Demerara April 13—for Liverpool

St Asaph s, left Tuticorin May 14—for Liverpool

Salamanca s, left Lyttelton May 15—for London

Sardhana, Jones, left Lyttelton April 29—for Queenstown

Sea Foam, Jones, left Frey Bentes, April 5—for Channel

Senior s, left Pensacola May 7—for Yarmouth

Terzo, Christiansen, left Pensacola May 2—for Liverpool

Thanemore s, left Baltimore May 11—for Liverpool

Theodor Fischer, v Harten, left New York May 10—for Liverpool

Tinto Hill, Hall, left Colombo March 22—for London

left Cochín May 10

Theodore, Nicholson, left Iquique March 28—for Falmouth

Texas s, left Montreal May 10—for Bristol

Tamar s, left Pernambuco April 30—for Southampton

left Vigo May 13

Umbria s, left New York May 11—for Liverpool

Utopia, Johns, clrd at Trinidad April 24—for London

Unie, Frenken, clrd at Rio Grande April 13—for Falmouth

Uranus, clrd at Pascagoula May 1—for Greenock

Union, clrd at Pensacola May 3—for Cardiff

Vesta s, left Bombay — for London

left Genoa May 12

Vega s, left Calcutta — for London

left Perim May 13

Victoria s, left King George's Sound May 10—for London

Volturno s, left Bombay — for Hull

left Aden May 9

Wallachia s, left Sydney, CB, May 14—for Liverpool

Welch Girl Davies, left Paysandu April 8—for England

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